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AMERICAN CAR

ISSUE #149 - FEBRUARY 2016

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American Car Magazine is published under contract by

PROJECT VIVA LIMITED

THE OUTLOOK 6 SANSOME WALK WORCESTER WR1 1LH

Tel: 01905 330177

DISTRIBUTION

Seymour Distribution Limited

Print & Digital Publishing by Contract Publishing UK (CPUK) Ltd.

© 2016 Project Viva Limited ISSN 2046-4580

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editor'sletter



DAVE SMITH EDITOR

Designed and built back when petrol contained no ethanol and plenty of lovely tetra-ethyl lead

appy New Year! It's 2016... a whole new vear, and a whole new show season waiting to begin. Will everything change, or will it all remain the same? Let's find out. In fact, 'changes' are the theme of this two-thirds-of-a-page of blather. I was talking with a pal the

other day who had just finished rebuilding an engine and was concerned with the fact that the flattappet lifters had worn horrifically within the first week or so. He'd looked into it and found that the ZDDP content of engine oils commonly available from your local motor Penalties for factors had all manner of plummeted over the offences seem to past few years. As it happen without happens, I knew this, any hum<u>an</u> but never realised involvement that the lack of Zinc

Dialkyldithiophosphates in motor oil could cause such rapid ruination. He now reckons it can. This was a common additive back when

flat tappets or cam followers were common themselves, and acts

as a high-pressure lubricant between cam and lifter. It was phased out

> because it can poison catalytic converters if it gets burned in the combustion chamber

His point was that he didn't know about this stuff, and didn't know it had been phased out of oils. My reply was that, even if the front of the oil bottle said "Warning: No ZDDP!" in

big red letters, would he know what that meant? Would 99% of the public know what it meant, and if they did, would they care?

There's a similar issue with ethanol in petrol, Currently, the regular unleaded you buy from the

petrol station contains up to 5% ethanol, a renewable bio-fuel that's about 33% less energy efficient than petrol. Most cars made this century will be ethanolcompatible without too many problems, but it can cause unseen problems with older cars - it turns acidic in storage, can corrode aluminium and galvanised materials, can break down seals, gaskets and rubber pipes, and can cause vapour-lock due to its higher volatility.

The point is that ethanol was introduced to petrol without much fanfare, and now the British

> Standard for petrol includes up to 5% ethanol content. ethanol content greater than 5% requires advertising on the pump, but how long before 10% becomes the norm, then 15%...? Will it be advertised? Will it make the news? Will 99% of the country give two hoots?

The goalposts seem to be constantly shifting, and unless you keep your ear to the ground, you might miss it.

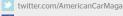
The same will apply to the construction and use of your car. It used to be that if you had US-style number plates on your car, or were running those big Pro Street tyres a little close to the treadwear limit, a traffic Bobby without much else to do would pull you over for a chat. Now, penalties for all manner of offences seem to happen without any human involvement anywhere along the line. It's not even just the police you have to consider - now VOSA (or DVSA, as it's now called) is self-funding. So where does that funding come from? Where do you think? And you can be pretty damn certain that they'll have targets to meet, which means they'll be ever so vigilant for absolutely anything they can slap a fine on.

Happy new year? Let's hope so, because the Fun Police are out there, and they're looking for you. Keep 'em peeled.



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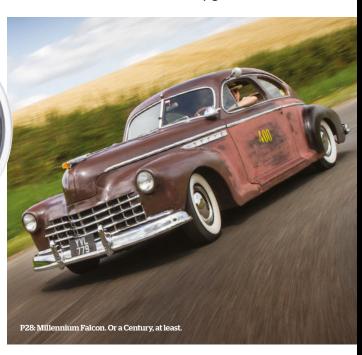
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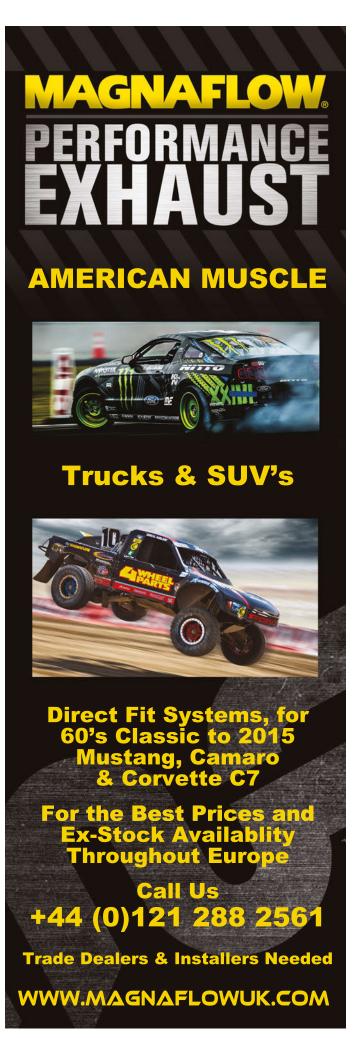
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They have SEMA, but we've got Whitby - no contest



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2016 Dodge Challenger Hellcat



in Plum Crazy!!! **Arriving January** We have been allocated 2 of the new Plum Crazy Hellcats - 707 HP!! Call for info and pricing

£72,995

2015 Dodge Challenger 707 BHP 6.2 2dr Coupe Hellcat



in UK stock - Phantom black with black interior - last one available.

2016 cars now being ordered - Plum Crazy and Hemi Orange added for 2016!! Call For info.

£66,995

2016 Dodge Ram 1500 Rebel



First in Europe - Brand new Model!! All Rebels come with the 4 corner air suspension and have a number of new design features - 17 inch Aluminium wheels with 33 inch Toyo Open Country AT Tyres, 1 inch higher ride height, unique front fog lamps, new Ram Centric rugged front grille, new tailgate with black RAM logo, Bistein shocks, accented fender flares and lower two tone paint accents. accented fender flares and lower two tone paint accents. Interior wise there is a unique Rebel black and red accented design with rugged Rebel branded seats and mats. Black and white 2016 trucks arriving in December.

£37,495 + VAT

2014 Ford F150 Raptor Supercrew



Registered on a 15 plate this Raptor was supplied new by us and is now up for resale with just 8500 miles. This is one of the last opportunities to buy a Raptor with the 6.2 V8 Engines.

Very highly specced with luxury pack, front and rear cameras, sat nav, both graphics packs, bed liner and a £2000 electric roller shutter cover! Presented in superb

£51,995 + VAT

condition.

2015 Ford F 150 Platinum Supercrew 4x4



Wow!! What a crazily specced vehicle!! The 3.5 Litre EcoBoost engine offers up to around 30mpg whilst still delivering 365 HP and 420 pounds of torque. The Platinum version comes with a host of new and innovative features including Massage Seats, Inflatable Rear Belts, Panoramic Double Sunroof, Remote tailgate opening, Side mirror spot lights Power sidesteps, Power fold mirrors, Blind Spot alert, Rear parking sensors, Rear Camera, Remote engine start LED headlights, rear lights, side lights. We have several of these trucks on order for customers but this one is in stock and ready to go. Please call to view!

£41,500 + VAT

2009 Dodge Ram 1500 Crew Cab Laramie 4x4



This superb 2009 Ram 1500 is in absolutely superb condition throughout. It comes with a full and comprehensive service history and has only one owner from new. It has covered just over 43000 miles and has all the luxury features you would expect-Euro Sat Nav, Hard Drive media, Bluetooth, 20 inch chrome clad wheels, power sliding rear window, Rear camera, Rear Parkings sensors, Power sunroof, Remote start, Bed liner and cover, Sidesteps

£20,995 + VAT

2014 Dodge RAM 1500 4x4 Quad Cab Laramie



As new condition this very rare 6 seater 2014 Ram 1500 Laramie Quad Cab is finished in Deep Cherry Red Metallic and comes with a £1500 Undercover SE Lux Colour coded one piece tonneau cover. The truck was supplied new by us and is equipped as follows: 5.7 Hemi V8 with MDS

8 Speed Auto

8 Speed Auto
Full European Sat Nav
20 inch chrome clad wheels.
With very low mileage this
truck will not take long to sell so if interested please get in touch quickly.

£28,995 + VAT

2012 Dodge Ram 1500 **Quad Cab**



What a beast!!
Supplied new by ourselves this superb Ram 1500 Sport has been finished off with superb black Hostage wheels, 33 inch Mickey Thomson MTZ tyres, level lift, Bushwhacker Pocket Style Fender Flares, Magnaflow 5 inch exhaust, BakFlip HD Cover, Spray in bed liner, black bug guard and a full Prins LPG system with a 180 Litre What a beast!! guard and a full Frins LFG system with a 180 Litre tank. Presented in superb condition and having the standard full Sports spec.

£25,495 + VAT



THIS MONTH'S PRESSING ISSUES IN THE WORLD OF AMERICAN CARS

Lite Duty

Are you looking to purchase a classic car from the USA? Now is the ideal time, as classic cars are not only going up in value but you can also save money on taxes when importing a vehicle in to the UK.

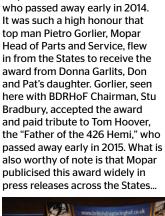
Jamie from Hill Shipping spoke to us and advised: "If you are looking to ship a classic vehicle into the UK that is over 30 years old then we can help obtain a ruling so the import duty is reduced from 10% to zero and the VAT rate is reduced from 20% to just 5%. The criteria for a vehicle to obtain the ruling is very straightforward: the vehicle just needs to be over 30 years of age and have no substantial changes to the engine, chassis, brakes or steering. If your vehicle meets the relevant criteria then we can help save you a LOT of money." Need to find out more information? You can contact Jamie on Jamie@ hillshipping.com for shipping rates and details.



Hemi Honoured

At the end of November, at the British Drag Racing Hall of Fame's annual gala awards ceremony, the Lucas Oil Global **Achievement Award was** presented to none other than the Mopar brand, and the Hemi engine in particular.

What made this doubly appropriate is that the crystal trophy is engraved in memory of Pat Garlits, wife of long-time Mopar ambassador Don Garlits,





CrowStreet

At December's PRI Show - the show just for businesses in the performance and racing industry - there was a big TV star on the Weld Wheels stand. After wrecking his famous white '72 Pontiac Le Mans, 'The Crow', while filming Discovery channel's Street Outlaws in November, Justin 'Big Chief' Shearer was on hand to unveil his brand new ride - a 1968

Pontiac Firebird, also in white. Dubbed 'Crowmod', it sports the same Butler Performance Pontiac 482-cube motor that lived in The Crow, but is lighter and swoopier. "You have to give up a lot to stay competitive. Every city is playing by zero rules to outrun me, and I'm tired of playing by the rules and getting outrun by Pro Mods," explained Shearer. "I couldn't

build another Crow that takes two years and weighs 3,200lbs. It just didn't make sense." The unveiling promptly set the internet ablaze, with fans arguing about how far you can truly push the definition of a 'street' car these days... Also, watch out for The Chief And Shawn Show, a podcast featuring Shearer and Shawn 'Murder Nova' Ellington.



Ramparade

There are some very tenuous sponsorship deals out there these days, like "McDonalds, the official hamburger of the British Vegan Society annual meeting," and so on.

Ram trucks made a good link, though, becoming the Official Truck of Thanksgiving when more than 25 Ram trucks towed the floats at New York's 89th Annual Macy's Thanksgiving Day Parade in November. It was a good deal, as the parade attracted 3.5 million spectators and a TV audience in excess of

50 million! A further 70 Ram trucks and vans were supplied for duties prior to the parade. "Being the official truck of the Parade provides an excellent opportunity to showcase the style, innovation and towing capability of our 2016 Ram 1500 and 2500 trucks," said bob Hegbloom, head of Ram Brand.



According to a survey of more than 2,000 motorists by Kwik Fit, more than four million car owners over the past two years have had to keep their car off the road as they couldn't afford the repairs needed, half of those for a month or longer. Over a million drivers admitted to having driven their car in an "unroadworthy condition".





Night Watch

2015 has been a very good year for Jeep, the little Renegade helping them towards record sales figures and topping a whole raft of awards with 4x4 Magazine's title of Best 4x4.

The new limited edition Cherokee, though, is out to shun the limelight. Or any light, for that matter, as the Night Eagle edition is pretty shadowy. Based on the mid-range Longitude Plus trim level, it features blackout styling cues, with black and satin grey taking the place of brightwork on the grille, badges, roof bars and wheels, plus deep tint windows. Inside there's exclusive leather

trim and a nine-speaker surround sound system, while power comes from the new 2.2 MultiJet II turbo-diesel with nine-speed auto and Active Drive I 4x4. Paint choices are Brilliant Black, Billet Silver, Granite Crystal or, oddly, Bright White. Only 350 Night Eagles will be produced for the UK, with OTR prices a shadow under £37,000. See www.ieep.co.uk.

Urban/Rural

At the LA Auto Show, Jeep were showing off a couple of new 2016 special editions - the Grand Cherokee SRT Night and the Wrangler Backcountry.

The Night uses the now commonplace 'stealth' blackout look, with the roof, spoilers, grille bezels, pillars and other trim in gloss or satin black. The wheels are lightweight, split five-spoke '5Ten' 20-inch alloys in satin black. The interior is black leather with black chrome bezels, while the engine is the 6.4-litre Hemi. The Backcountry

is based on the Wrangler Sahara but adapted for winter capability. It features powdercoated bumpers, Rubicon wheels and rock-rails, a jazzedup interior and nine-speaker Alpine sound system for starting avalanches. The Backcountry went on sale in December, while the Night will be on sale early this spring.



Did you know that the oldest surviving Jeep is actually a Ford? model on September 23rd,

According to America's Historic Vehicle Association, 1940 Ford Pilot Model GP-No1 has just celebrated its 75th birthday. In June 1940, the US Army asked for demonstrations of a lightweight utility vehicle. They were answered by the American Bantam Car Company, Willys-Overland and Ford. American Bantam delivered their pilot



1940; Willys on November 11th, and Ford on November 23rd. One of Ford's two pilot 'Pygmy' models, GP-No1, was this one, and it's just been recognised by the Secretary Of The Interior's Standards For Heritage Documentation. The only other surviving pilot model is Ford's GP-No2 with a body by Edwin G. Budd Manufacturing. GP-No1 is owned and displayed in unrestored condition by the **US Veterans Memorial Museum** in Huntsville, Alabama. It's commonly asserted that the name "jeep" came from Ford's model designation GP, although it was Willys-Overland who trademarked the name Jeep and did pretty well out of it over the years...

Sales Boost

Ford reckon that sales of cars powered by their EcoBoost turbo motors are up 46% in 2015,



with sales predicted to top one million (at time of writing) for the first time in a single year. The F-150 pick-up is the best-selling EcoBoosted Ford, followed by the Escape, Fusion, Transit and Mustang. With the new GT being EcoBoost powered, and Ford shifting ever more cars to smaller, turbo engine propulsion, could the writing be on the wall for Ford's V8 lineage?







GatsoRulletin

An IAM survey of 1,000 motorists across the UK shows that an average of 79% of drivers support speed cameras, with Londoners and those in the north-east most opposed to them. In response to the statement "Speed cameras are only sited at places where accidents are happening", only 28% of Londoners agreed.

10 Of The Best

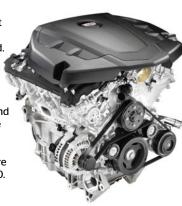
At the end of 2015, Wards announced their picks for the 10 best engines of 2016.

While German diesels were notably absent, for some reason, the awards were pretty well



distributed around the world. BMW took a gong for their 3.0 straight-six turbo in the 340i, Subaru for their 2.0 WRX boxer. Nissan for their 3.5 V6 Maxima motor and Volvo for their 2.0 turbo and supercharged XC90. Hybrids got a big chunk, too, including Chevrolet's 1.5/120kW Volt EREV, Hyundai's 2.0/50kW Sonata PHEV and Toyota's 1.8/53kW Prius. The sole diesel was the 3.0 V6 turbo Ecodiesel in the Ram 1500, making the top

10 for the third year in a row, but the other two American motors were notably naturally-aspirated. One is the 3.6 DOHC V6 found in the base Chevrolet Camaro and Cadillac's ATS, CTS and XT5, described by Drew Winter at WardsAuto as delivering "the kind of power and lusty exhaust note you associate with a V8, for the price of a V6." Less surprising, perhaps, was the howling 5.2-litre DOHC V8 in Ford's Shelby GT350. Always a winner...



Extra Duties



Ford's Louisville, Kentucky truck plant were celebrating in

December as Ford ploughed in a \$1.3 billion investment and 2,000 new job vacancies to build the 2017 Ford F-Series Super Duty truck line-up. The plant has built in excess of five million Super Duty F-250, F-350, F-450 and F-550 trucks since 1999, plus Ford Expeditions and Lincoln Navigators. The aluminiumbodied 2017 models will go on sale in late 2016.

Hoosier Daddy

GM's Fort Wayne, Indiana. assembly plant were also celebrating when, on December 10th, the seven millionth truck





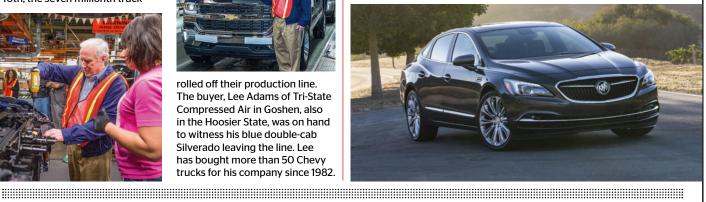
rolled off their production line. The buyer, Lee Adams of Tri-State Compressed Air in Goshen, also in the Hoosier State, was on hand to witness his blue double-cab Silverado leaving the line. Lee has bought more than 50 Chevy trucks for his company since 1982.

Lacrosse My Heart

Introduced at the LA Auto Show (and with quite possibly the longest, most tedious press release ever), Buick's 2017 Lacrosse is being touted as 'the new face of Buick'.

Using some dramatic design cues from the Avenir concept, and featuring what will be the new 'family' grille design (that has a whiff of the 1954 Wildcat II about it) with retro three-colour tri-shield badge, it will go on sale in summer as a 2017 model. Buick have sold close to a million Lacrosses globally since the model's debut in 2009, so the new model has a lot to live up to, but apparently the new version is 300lbs lighter thanks to presshardened, high-strength steels

and the new 3.6-litre V6 and eight-speed auto. One intriguing new feature is Teen Driver Technology, which "encourages safe driving habits for new drivers by muting the audio or any device paired with the vehicle when front-seat occupants aren't wearing their safety belts. It also provides audible and visual warnings when the vehicle is traveling over predetermined speeds, and offers a driving 'report card' for parents." The end is niah...



Solar Bowling

GM has announced that they will be investing \$44 million in the Corvette's Bowling Green Assembly plant to support increased capacity in its Performance Build Center, adding 36 new jobs along the way.

Work will begin at about the time you're reading this, and has been fuelled by the success of the Z06 which currently accounts for almost a third of all new Corvettes. GM are

also installing a new 850kW solar energy generating array at the plant, the largest solar installation by any plant in Kentucky, which will generate around 1.2 million kWh annually,

or enough to produce about 850 Corvettes. According to a report by the Solar Energies Industries Association, GM leads the auto industries in solar use by a considerable margin.



Parents Bulletin

A survey of 2,000 children by Ford revealed how parents annoy their kids on long car journeys. Number one was loud singing at 39%, with shouting at other drivers and nose-picking close behind. Most parents lose their temper or "use naughty words" in front of the kids, though the French are the worst for this. The best-behaved kids are German, apparently...



Anything You Can Do...

It's new truck special edition time again, and we're leading with the GMC Canyon Denali.

The Denali badge has denoted the top luxury line of GMC trucks for 17 years, and now the mid-size Canyon has one to itself when it arrives as a 2017 model. GMC are touting it as "the segment's first and only premium midsize truck". There'll be plenty of chrome trim, polished 20" alloy wheels, Jet Black Mulan leather-appointed interior, Denali sill plates and floor mats and all the toys they can throw at it. Power will come from the 3.6 V6 or the 2.8 Duramax diesel, offering up to 3.5-tonne payloads.



... I Can Do Better

Where do you go once you've reached the top? Over it, in the case of GMC's 2016 Sierra Denali Ultimate.

Upmarket Denali models have accounted for about 25% of all GMC's retail sales in 2015, with more than 850,000 sold since the badge first appeared on the 1999



Yukon. So who wants a common top-of-the-range Denali when they can have the Ultimate, based on the 4WD crew-cab 1500 with unique 22" wheels, a standard sunroof, magnetic ride control, chrome tow hooks and powered side steps that move rearward to assist access into the front of the bed. Power comes from either a 5.3 or 6.2 V8, while inside there's a full soft-touch leather interior and all the high-tech you can fit inside. We're a long way from the 1947 Thriftmaster pick-up, here.

Boxing Clever

GM is the first manufacturer to offer a 'box delete' option on all their pick-up trucks, including all Chevrolet Silverado and GMC Sierra models, to fleet and retail customers.

This eliminates the pick-up bed, rear bumper and spare tyre carrying assembly, allowing customers to fit the back of their choice. The delete package also includes high-rate rear springs and front anti-roll bar from the Max Trailering Package, and gives the buyer a credit of \$575. The box delete option was already available on heavier-duty GM trucks, and



also on the mid-size Colorado, as seen here.

Draggin' Wagons



Ford have teamed up with Indiana-based RV manufacturers Livin Lite to offer "an extended line of Ford licensed travel trailers, truck campers and toy haulers to help customers explore America."

"Exploring America is in our customers' DNA and recreational vehicles are part

of Ford's history, so these new camping options are great for our adventurous customers," said Mark Bentley, Ford Licensing manager. "Ford is an industry leader in towing technology, so it was only natural for Ford to license its name and designs in

this industry." The range includes drop-in campers for six- and eight-foot beds, plus 22- and 24-foot caravans and trailers. Fifth-wheelers and shorter pop-up campers are on the way. The caravans were designed by Livin Lite and Ford Truck Design, and feature an F-Series inspired front window. F-Series style wheels, F-Series Lariat inspired leather interiors and Ford blue ovals in the seat cushions. Campers should be available now, with caravans and trailers coming in spring.

New Law For Old

The Low Volume Motor Vehicle Manufacturers Act, which has been pursued by SEMA since 2011, was introduced to the house in June 2015, and finally signed into law by President Obama in December.

It basically means that kit car manufacturers can continue building and selling classicthemed kits and replicas that would have been impossible to build under the current 'onesize-fits-all' regulations in the



States. The low volume provision states that small automakers can construct up to 325 replica cars a year, resembling production vehicles manufactured at least 25 years ago, provided they register with the NHTSA and EPA

and submit annual reports on the vehicles they produce. It also allows enthusiasts to build a vehicle at home. Great news for builders wanting anything from a '63 Cobra rep to a '32 Ford roadster.

Mopar Wars It seems that December was uno

It seems that December was unofficially Star Wars month as the world went hype-crazy about the new movie.

Even Mopar got involved, with specially-wrapped First Order Stormtrooper Charger and Challenger Hellcats roaming the streets of Los Angeles, along with a Kylo-Ren black Viper ACR. You could have followed their locations on social media ... had you not been sick to death of all the Star Wars crap already.



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DeliveryBulletin

Don't want the missus to see how many speed parts you've ordered? Get a Volvo. This year, they've teamed up with PostNord and other online suppliers for In-Car Delivery. Order online, and the delivery guy is issued a one-time-use digital key so he can find your car with GPS and drop the goods in your boot. It's only available in Gothenburg right now, but it'll be everywhere soon...



ontracknews

THIS MONTH'S RACING AND TRACK NEWS

Elapsed Times

Some winter warmers from Santa Pod's James Forster.



Wake yourself up from that Christmas slumber and get back in the garage because here at the home of European Drag Racing, we're preparing to erect a proper Christmas tree for the first event in 2016. In our 50th season the celebrations will take place throughout the year, and on January 31st, we open our gates for the first of many Run What Ya Brung public track days allowing you to follow in the tyre tracks of many drag racing greats. For just £10 per person for admission and a £25 sign-on fee, you can enjoy unlimited runs on the quarter mile strip with a full performance print-out after each one. Whether you want to beat a mate, prove your machine's worth or smash your own personal bests, there's a fun filled day on offer for all!

The RWYB Challenge will be in operation once again, offering an accessible competition to bring out your inner racer whilst you're enjoying your days racing. It's free to sign up and even if you're not in it to win it, it's great

fun comparing both your ET and reaction times with other like-minded enthusiasts. Check out the events pages in this magazine or www.rwyb.com for everything you need to know.

If that doesn't float your boat then you're probably more of a nitro junkie looking forward to your first dosage of the season. Well, you'll be pleased to read that thanks to an early Easter weekend, the wait this year is shorter than ever as we'll have a few nitro guzzlers in action at the Festival of Power on March 25th-27th. For our full 2016 50th anniversary calendar please see www.santapod.com.

The Sportsman

Shakespeare County's **Jerry Cookson** gets to listen to some anecdotes from the sport's true heroes.

Recently I was lucky enough to secure a seat for the British Drag Racing Hall of Fame Bench Racing session conducted on the Saturday afternoon of the big Gala awards evening at the Savill Court Hotel, Windsor Great Park.

At first I was a little apprehensive of going as most of the panelists gathered together by Traci Hrudka, a leading light and spokesperson for the Quarter Mile Foundation, were former American NHRA racers except for Norwegian Fred Larson; a key figure in establishing drag racing in Scandinavia's far northern outpost as the driver of the Sundance Kid slingshot in the mid-Seventies. But in the end I'm glad I did attend as now I know why former motocross racer turned nitro crew chief Fred Miller - with the legendary Ray Beadle and Harry Schmidt Blue Max Funny Car team - got to be known as Waterbed Fred! After all the years of listening to the Santa Pod commentators waxing lyrical about Waterbed Fred guiding Ray Beadle back after a huge smoky burnout I often thought to myself 'Who is this guy?' Well it's because the witty Texan in the early Seventies had one of the first waterbeds which we kind of guessed sprang a leak. So rather than repair it (if you can repair a waterbed that is!) he pulled it

all apart and used it as a cover for the Funny Car. Next thing he knew, team member and racer Dale Emery started to call him 'Waterbed Fred', and from that day on the name stuck for all of eternity.

There was also a lively discussion with the panel about how they first got into drag racing. Fred Larson blames it all on buying a copy of Hot Rod magazine from an airport news stand in Norway. Former 1989 NHRA Funny Car World Champion Bruce Larson has his friend's father to thank. He used to street race a '41 Ford hot rod but Bruce's parents always wanted him be an engineer. Well it sort of worked out, didn't it, as a pioneer behind the wheel of the now famous USA-1 nostalgia Funny Car and the Sentry Tachs & Gauges Oldsmobile nitro Funny Car that he won the Winston crown with in 1989 under the Joe Amato team banner.

Former AA/Dragster racer and International Hall of Famer Bob Muravez's first love of cars came with the ownership of Betty Grable's '53 Corvette as well as being a member of the famous Road Kings Car Club alongside another legend, Don 'the Snake' Prudhomme. Later in life he teamed up with 'TV' Tommy Ivo but, in some quirky change





of fate, for many years Bob went under the name of Floyd Lippencotte Jr behind the wheel of John Peters' twin-engined Freight Train slingshot.

Other members of the panel included NHRA Nostalgia Series administrator Eileen Daniels, and Rat Trap Fuel Altered racer Ron Hope while website editor and race announcer Jack Korpela held the whole deal together.

It was also pleasing for me to see long time friend and trackside photographer Jeni Long accept one of the two Sydney Allard Media awards for her stunning fire burnout shot of Bob Hawkins taken at SCR, and the other going to Rodger Attaway, author of the book Street Rod and Custom Showtime. A truly dedicated



labour of love depicting the history of some of the great Custom Car Shows held in the UK back in the day.

There were a whole lot more great stories told by the panelists, along with some great questions posed by the floor, but you'll have to wait for when the 1320 Ouarter Mile Foundation video comes out which we're told will be early this year, although the story about the chassis, body and the engine block was rather amusing but we'll save that one for another day! My thanks to Geoff Stilwell and the guys at Beech Underwriting Agencies, USAutomotive, Julie Braskett, and to Stu Bradbury, the chairman of the BDRHoF for the invite. Can't wait to do it all again on November 19th, 2016!



Black Sun Racing

Alex Peters was hoping for the best at Eelmoor in October, but suffered the worst.

Eelmoor, the second event of the year that I felt very (over) confident about as I had thrashed the entire class last year by a margin of more than a second. The twisting circuit with a few short straights made the best of the Mustang's 573bhp, giving great acceleration without risking the higher speed gearbox and brake issues I experience at faster tracks.

Practice started well with the time sheets showing me as the fastest car in the entire field (although this turned out to be an admin error!), but my time was way ahead of my class; however, on the second practice run, disaster struck. The gearbox problems that had plagued me all season caused the selector mechanism to break inside the gearbox.

Once again, my very sporting competitor Kevin Lower came to my assistance, had a look at the problem and concluded that it couldn't be fixed. Then, in the spirit of Moss and Hawthorn in 1959, Kevin very chivalrously offered to let me double-drive his Nissan Skyline, despite the fact that we were directly competing in the same class. He needn't have worried as I didn't put on a very good performance in it, eventually finishing last in the class. Personally, I don't know how Kevin is able to get such a great performance from it - with no ABS on my first run, I slid off the track under braking at the



hairpin and went sailing through the woods, just missing several trees. Also, never having driven a turbocharged car before I had to adapt my driving style very quickly. Another problem I found was some very strange snap in grip coming out of the hairpin that nearly had me off the track. I relayed this to Kevin who didn't seem bothered by the problem again I don't know he does it, that man is a driving God! Each lap I was significantly faster, very close to catching the time of the next car by the end, but sadly it wasn't

quite enough. Result: seventh of seven in class.

My season then ended even worse as I had an appendix operation that meant I missed the last two rounds and the thrilling final with a three-way showdown amongst the championship leaders, but with the Eelmoor disaster I couldn't have made it a four-way shootout. Having driven four different cars - the Mustang, a Hyundai Coupe, an MX5 and the Nissan Skyline - it had been an interesting season, but finishing fourth in the championship I was

one place lower than last year (albeit in a field of competitors that had more than doubled in size to 52 drivers). If only I could get that pesky gearbox and uninspiring brakes fixed maybe I will have a better chance in 2016!

I would like to thank all of my sponsors who supported me this year, but most of all the tireless efforts of Robbie at Steeda who supplied performance parts and advice, and Mike and Kev of Redline American Muscle who worked crazy hours to build this awesome car!







Find Alex at www.blacksunracing.co.uk or on Facebook at www.facebook.com/BlackSunRacing

The Big Bang Theory

The mighty Can-Am race cars are celebrating their 50th anniversary this year with a whole race series, a threevenue Interserie Challenge that will culminate at the huge Silverstone Classic event at the end of July. After races at Brands Hatch and Donington, there'll

be two races at the Classic for these mighty, unsilenced 1,000bhp monsters. If you fancy seeing these McLaren, Chaparral, Lola, March and Shadow brutes roar again, you'll need advance tickets – see www. silverstoneclassic.com for early bird discounts.



YearbookBulletin

Historica Selecta's influential Classic Car Auction Yearbook 2014-2015, sponsored by Credit Suisse, is out now, and shows the September-August season's sale rate of 78% is the highest in the book's 22-year history, with sales exceeding one billion dollars for the second year in a row. America is responsible for 66% of total global sales.



auctionnews

THIS MONTH'S AUCTION NEWS IN THE WORLD OF AMERICAN CARS

Lord Of The Dance

Back on December 5th, at Classic Car Auctions' sale at The Warwickshire Exhibition Centre, a rather special Mustang went under the hammer.

This '67 ragtop belonged to legendary British actor Charles Dance, most recently a star in the epic Game Of Thrones series. Charles - who was on hand to see the sale - had owned it since 2002, and it was a daily driver right up until 2013 when it was fully bare-metal restored by Classic American Restoration Services. The estimate was £25,000-30,000, but on the day it hammered away for £33,550 - a lot of money, but a Lannister always pays his debts...

At the same auction, a '67 Mustang coupe that had been with the same owner since 1978 brought £11,440, while a '62 Chevy II Nova convertible fetched £10,340. CCA's next sale is on March 19th at the same venue near Leamington Spa, so see www.classiccarauctions.co.uk for details.







Double A

Historics' sale at Mercedes-Benz World at the end of November had a few highlights to tempt the American machinery fan, the most surprising of which was a 1931 Ford Model A Phaeton DeLuxe. In fact, it seemed to surprise everyone by hammering at £33,600, about double its estimate! The obligatory Mustang was a '68 fastback that sold for £26,880,

while a 1979 Pontiac Trans Am 400 also blew its estimate by bringing £14,500. Elsewhere in the catalogue was a '72 Ford Gran Torino and '66 Mustang notch, neither of which sold, while a '71 Chevelle Malibu brought £12,880. Historics will be back in action at Brooklands Museum on March 12th, so see what's on offer at www.historics.co.uk.



Smooth And Creamy Galaxie



At Brightwells' sale back on November 25th, there was only one American in the ranks, but what a beauty! A 1963 Ford Galaxie 500 ragtop, a righthooker from new, with what seems to be a 352 Y-block V8, Rangoon Red paint with a cream stripe, and a valid MoT, though it could apparently do with a new hood. It's a six-seater sweetheart from the days when the big Galaxie was just about to kick arse in the British saloon car racing scene, and this one hammered for a reasonable £7,600. Their next sale will be on March 2nd in Leominster, Herefordshire, so see www. brightwells.com for details.





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Big Money Brum

The mighty Lancaster Insurance Classic Motor Show at Birmingham's NEC always hosts a classic auction as an added attraction.

The Silverstone Auctions sale saw 80% of lots sold to the tune of £4.4 million, among which was a 1971 Corvette ragtop that went for a rather reasonable £20,250, an intricately detailed 1967 Mustang 'Eleanor' replica that went six grand above upper estimate to bring £81,000, and a rather handsome GT40 replica in classic Gulf colours with Ford V8 power that also went over

estimate to fetch £42,750. The obligatory Mustang was a star on Sunday, a '66 ragtop with a 289 and retro-fitted fivespeed manual that also blew its estimate away by hammering at £41,625. Silverstone Auctions' next sale will be on February 28th at Stoneleigh's Race Retro event, so see www.silverstoneauctions.com for







he F Word

Mecum's fifth annual Anaheim sale in mid-November wasn't playing around, with 416 cars sold to a total of almost \$14,000,000.

Top of the tree was a 2005 Ford GT - which almost goes without saying at the moment - at \$270,000, but second place went to a rather lovely '57 Thunderbird with the rare F-code powerplant, bringing a healthy \$185,000. This F-Bird handily beat a '69 Mustang Boss 429 fastback, a '67 Corvette convertible and a '69 Shelby GT500 convertible. Nice one.

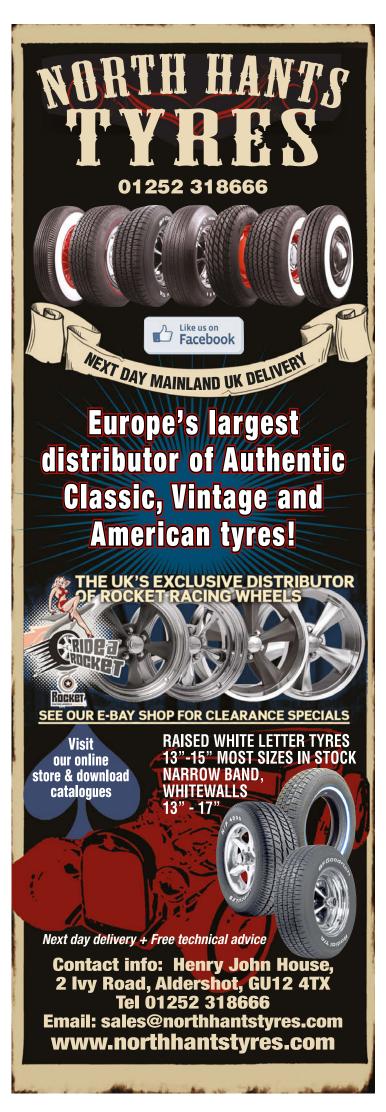
Don't forget that Mecum's annual Kissimmee 3,000-car monster will be taking place on January 15th-24th, and among the recent consignments are nearly

two dozen muscle cars from the Wayne Schmeeckle collection. Among them are no fewer than three '69 Yenko Camaros, a '69 Yenko Chevelle and a '70 Yenko Deuce, plus a pair of Baldwin-Motion Phase III Camaros. Wow. Others (as if these could ever be simply described as 'others') include two Boss 429s, two winged warriors, three '71 sixpack Mopars, a Hemi Challenger and a pair of Olds 4-4-2s. Now that's a January sale I'd like to go to... See www.mecum.com for details









2016 Ford Mustang Cobra Jet

This is the new Mustang Cobra Jet, a limited production run of Mustangs that you can buy from Ford, take straight to an NHRA meet and run eights. It supposedly shares 75% of its engine components with a stock Mustang, although the CJ has a solid axle on a four link and various other non-stock fixtures and fittings. Only 50 will be made, and you'll get a few cents change from \$100,000.

GET IN TOUCH

Maybe it's time to return to the F/X drag classes - what do you reckon?

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WHAT YOU'VE GOT TO SAY ON ALL THINGS AMERICAN CAR

I was delighted when I looked through the Events calendar in the last issue and saw that, for once, the Silverstone Classic was on the weekend before the Mopar Euronationals. Great! They've been clashing for years, and I wouldn't like to say which one is my favourite event. I've either had to pick one, or do one show on the Saturday and the other on the Sunday, and I'm not local (I'm from Essex) so I can't even just pop home overnight. So I was incredibly p**sed off when I went onto the Silverstone Classic website and found that it's still on the last weekend in July, the same weekend as the Mopars.

Why do they always do this? Surely having two major events on the same weekend isn't good for either show? They're just going to get half the number of people, and it's the same year after year.

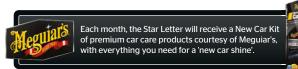
Andy Darnton, via email



Believe it or not, the Classic was scheduled for July 22nd-24th in early press releases, but then changed to the following weekend! I've amended the Events calendar to show this. And yes, it's a crying shame as those are two spectacular events, and just a few miles apart.

While both events have an appeal to all of us (and if you're reading this, then you're one of 'us'), I expect that the organisers don't see them as competing events, and see no problem in having them on the same weekend. Unfortunately, ask any show organiser and many will tell you that they don't get to pick the dates; usually the dates are chosen by the venue. Look at Santa Pod - the weekend prior to the Mopar Euronats is BugJam, the weekend after is Ultimate Street Car, both huge events with huge crowds, easily double that of the Mopar Euronats. Santa Pod aren't going to shift the dates for either of those events, all prime weekends on the calendar, just so the Mopars won't clash with the Silverstone Classic.

Many other events will be at the mercy of the venue's calendar, many more at the mercy of local councils who will only grant permissions for a certain date or time. There are only so many summer weekends on which these events can happen, and date-clashes are an occupational hazard. Looking at it from the other side, we ought to be glad that we have so many willing, enthusiastic organisers that we have such a choice of great events in the first place! Flip heads or tails, but whichever events you go to, I hope you have a superb summer. DS



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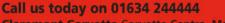
1963 327 Corvette Sting Ray Two-Tops Convertible 1963 Stingray Convertible in Black with 1967 stinger hood and red interior, 4-speed manual transmission with Hurst shifter and freshly built 1964 327 V8 with Corvette aluminium heads. Rare chance to find a Two-Tops C2 convertible £49,995



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LONGROOF LOWLIFE

Proving that Cruise Muscle can come with five doors and three bench seats, this Pontiac is airy but definitely not fairy.

Words: Dave Smith Photography: Matt Woods



ver looked at those photos of American cars in Sixties Britain and wondered what became of them all? Those books of Steve Miles's photos are a trap - you can't just take a glance; you'll end up reading the whole thing. And when you do, you'll just spend hours pontificating on what became of them all. Lendrum & Hartmann's showrooms were full of beautiful machinery, and you can usually spot them because they seemed to have a deal with the DVLA that meant that

right-hand drive, and that interior is (below). That's just as well, because right-hookers via

their cars were issued with number plates short enough to fit into the standard 12x6" licence plate recess. Many came via Canada, many in righthand drive. So where are they all?

There are a few clues in there. First was the fact that spares availability was never great, so there were some lash-ups to be found. Then, very few UK-spec garages could fit an American land-yacht, meaning that most of them would have lived outside. Given American cars' less

out, coupled with the UK's fondness for heaping salt on the roads for six months of the year, many of them would have been not so much cars as Isopon sculptures within 10 years. Then there was the oil crisis of the early Seventies that would have slashed their values, then they'd have become organ donors for drag racers, stock cars and the like. Then, much later, those short number plates that were issued to L&H were suddenly worth several times the value of the





Some still managed to survive, thankfully. Like this one. It belongs to Richard Baldwin, from Essex, and here's the story.

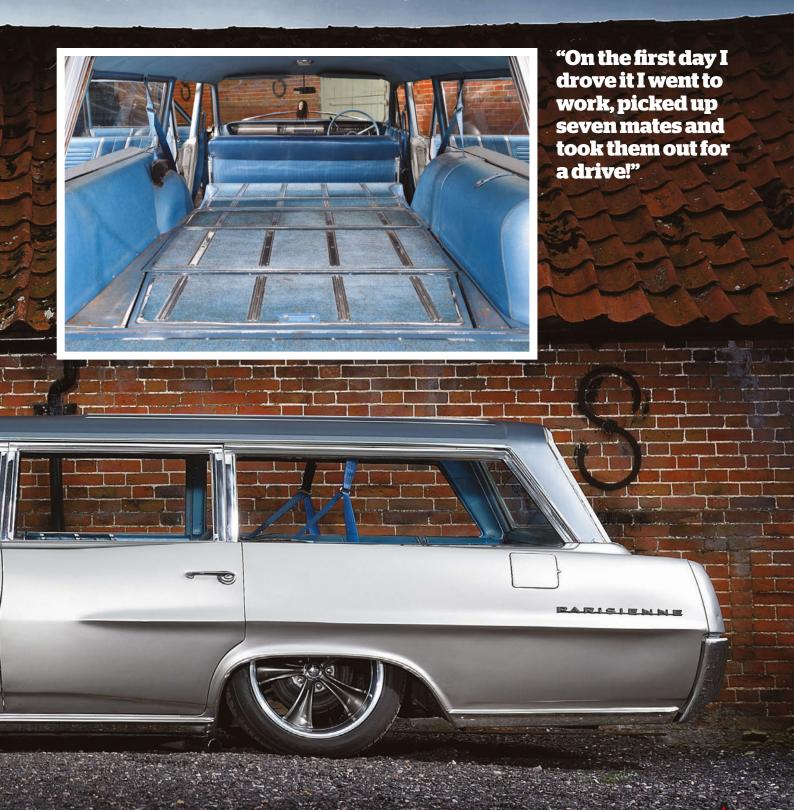
"My brother Rob and I were brought up with American cars," says Richard. "Our dad had a Model A, a '55 Bel Air, and so on. Rob and I started up a Yank fund, and together we bought a '64 Pontiac Bonneville. A little way down the line, we ended up selling it, and that's when someone told me about a Pontiac station wagon just a few miles down

This was supposed to be a Surfin' Safari, but ended up more street kid than beach boy (bottom). Nevertheless, it's still a practical ride - that's a big ol' load space with the back seats folded down (below), ideal for carrying your work around with your or taking your boards to the beach. With the rearfacing third bench seat popped up, it's a genuine eight-seater, but you know that's going to make you the designated driver all the time...

the road. I went along to check it out, found it and knocked on the door. The owner was a shift worker, and I'd woken him up and he didn't seem best pleased! He told me he'd been considering getting rid of it, and said everything's for sale at the right price, so I made him an offer and the deal was done. I liked it, but Rob didn't, so I ended up buying it out of my own money.

"That was about a year and a half

"That was about a year and a half ago. It's a 1964 Pontiac Parisienne Safari, a right-hand drive Canadian version that's actually just a '64 Chevrolet Impala underneath. The car was totally stock, and in good, running order - I could have jumped in and driven it anywhere. Apparently, it had been found in a garage where it had been hidden for 20 years, and was supposedly once owned by the author Barry Hines, who wrote 'Kes'. It had a few patches of rust, which I attended to, and on the first day I drove it I went to work, picked up seven mates and took them out for a drive!



"After that, I got a bit carried away. It started with the wheels and tyres, 18' at the front and 19" at the back, with staggered offsets. Then I fitted a front disc brake conversion, as the drums were pretty awful, but as it's all '64 Chevy underneath there are disc conversions available off the shelf. Next I had a stainless exhaust made by Pipecraft, and bought some tubular headers from CM Frost, where I get most of my parts. Surprisingly, they fitted straight on without any interference from the steering column, but everything else on the right-hand side, like the starter motor, is a pain to get to. The engine was a stock 283 Chevy with a single-barrel Rochester carburettor and was horrifically slow,

The motor is the original 283 Chevy small-block. Being an early motor, and being an export model too, Richard reckons it has soft valve seats. No worries, there are ways around that. The old single-barrel carb has given way to a sportier fourbarrel on an ally intake (below). It's not designed to be a 1,000 bhp road-burner though; this is 100% Cruise Muscle, and with those big-inch rims (bottom) and the air suspension dropped to the deck, it's hard to argue with.

so I fitted an aluminium intake and four-barrel carb along with dress-up rocker covers and air filter. I converted the headlamps to HID units - they had to be decent lights to work with the headlamp covers.

"Next came the full AirRide kit. It was a nightmare to fit, as I didn't want people to know it was on air, so had to hide everything. The compressor, tank and manifold are all installed in the boot while the credit-card-sized controller is installed in the ashtray. Now it can do any combination of lift and drop on all four corners, and will sit right down on the floor. I hit very lucky there, because the Chevrolet chassis and huge wheel tubs mean it'll drop onto its bumpstops without

anything rubbing, and will roll even when completely aired out. The airbags just fit in place of the springs, and I originally ran it without shock absorbers, but it was atrocious. Cruising along the motorway, if you hit even the slightest dip in the road it wouldn't level - it'd be all over the road! I had Gaz make me a set of adjustable dampers and fitted them, and now it rides beautifully; it even corners well, and it's only the lowprofile tyres that spoil the ride. I have titanium blocks on the chassis that send up a shower of sparks when they touch the road, but I don't use them that much since I set fire to someone's hedge and had to beat a hasty retreat...



"The car isn't painted; it's been vinyl wrapped with custom embossing, sprayon wrap and pinstriping. Vinyl wrapping is what my company, Ravan Graphics, does, but it's such a huge car that even wrapping cost a fortune in materials! We used 3M 1080 matt aluminium for the body, and charcoal for the roof with pinstriping, and embossed logos on the doors. A lot of the chrome has been spray-wrapped.

"The engine doesn't have hardened valve seats, so I have to run it on super unleaded with octane booster and lead replacement. I did once look at replacing it with a 383 stroker, but decided it'd never be that sort of 'fast' car so why waste money and an engine? I bought a bug-catcher scoop for it, and offered it

up to the carb, all ready to cut the hole in the bonnet, but again decided that it just wasn't that sort of car. I just settled for the mods I'd already done, plus the air filter and rocker covers have been replaced with finned Edelbrock pieces since these photos were taken.

"The car only has 47,000 miles on the clock and the interior is all completely standard. I did consider painting it black, but it's just too honest as it is. The roof lining has a tiny, quarter-inch tear in it but I'll live with it. The rear window winds down manually, but you can't drive with it open as it sucks the exhaust gas into the car. I thought I was being clever having the new exhausts built with side exits, but it's just as bad!

"Chevrolet chassis and huge wheel tubs mean it'll drop onto its bumpstops without anything rubbing"

Tech Spec

1964 Pontiac Parisienne Safari

283 Chevrolet V8

4bbl carburettor

Aluminium intake

Tubular headers

Custom stainless dual exhausts

Edelbrock air filter & rocker covers

Two-speed Powerglide automatic

Full four-corner AirRide air suspension

Gaz custom adjustable shocks

Boss Racing 18/19" wheels

Full custom vinyl wrap

Thanks to: Ravan Graphics. Search for Ravan Sign Shop on Facebook to see more of their wrapping, stencilling and handpainting work "I drive it all the time, everywhere. I drive it to work, I've stuffed it full of ladders to go on jobs, gone to shows, gone to the pub, everywhere. I don't mind taking it out in the rain, but it's too long for multi-storey car parks. I throw all my kite-surfing gear and the dog and the missus in and go to the beach. I wouldn't say I'm not precious about it – I don't like people touching it

- but it's always full of sand! It was built to be a surf wagon, but ended up more sinister than surf.

"If I have somewhere to go and enough money for fuel, I'll take the Pontiac; I'd happily jump in it and drive to Scotland. But you have to be in the right frame of mind – pull up anywhere and people will come and talk to you about it for at least half an hour. I've

The HID headlamps with covers over the lenses give it that 1,000-yard stare (below) while the curvature of the number plate witnesses how low you can go. Richard (bottom) is not afraid of driving this low longroof (bottom right). The ashtray houses the controller for the air ride (bottom left) while the shrunken head acts as a bob-weight for levelling.

done everything on it myself, and it does get driven, it's not just a show-pony. I use Gibbs Brand spray underneath and to clean the vinyl wrap, and that's it. It's getting noticed a lot more now. At the start, I don't think people understood what I saw in the car, but now, being big, long, sinister and dropped on its arse, they do." **ACM**

"If I have somewhere to go and enough money for fuel, I'll take the Pontiac"

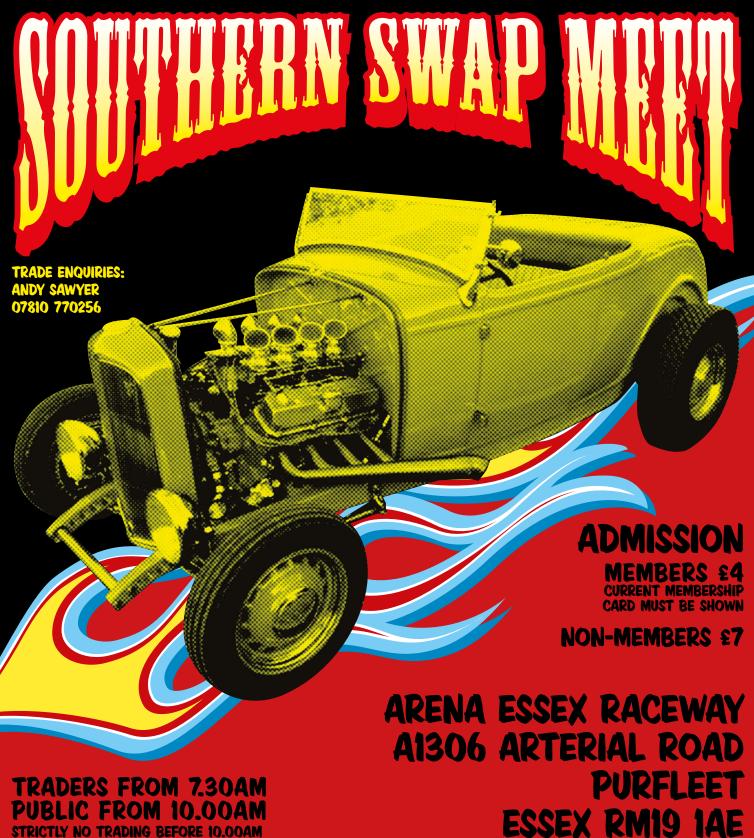






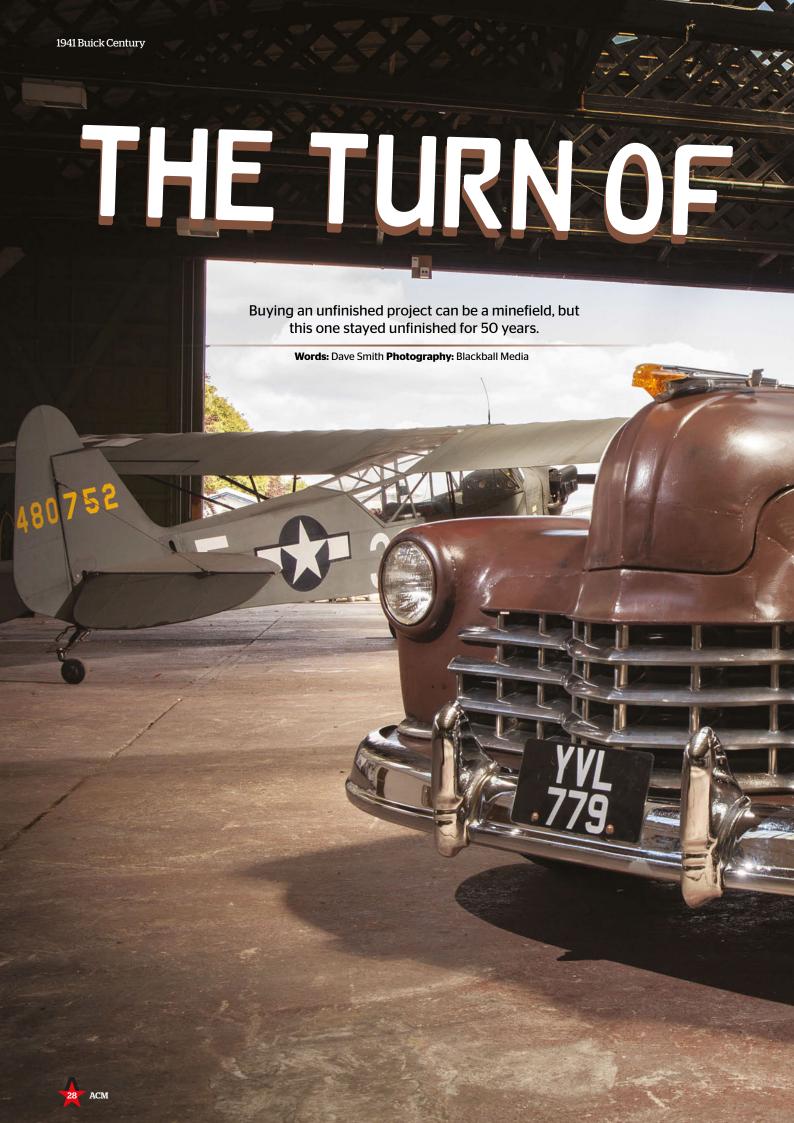
NATIONAL STREET ROD ASSOCIATION **PRESENTS**





SUNDAY 20TH MARCH 2016

STRICTLY NO TRADING BEFORE 10.00AM



THE CENTURY





eople have been building hot rods for many, many decades now, and continue to do so, but nostalgia for those original builds runs very high. Not only are traditional hot rodders building new rods to emulate those pioneering beauties, they're also seeking out rods and race cars with provenance, cars that have a story behind them. The car you're looking at here should have been one of them, but it seems it never quite made it. That means that all its history has yet to be written.

It's a 1941 Buick Century, which means it had a whiff of the hot rod about it before it even left the showroom. In the late Thirties, they took the smaller body of the bottom-of-the-range Buick Special and added the big overhead-valve straight-eight engine from the upscale Roadmaster. Boasting up to 168bhp from that thumping great long-stroke motor, packaged into the reserved, middle-class body of a Buick, it would have been quite the sleeper. The Century name supposedly came from the fact that it could cruise at 100mph. No wonder the engine was called the Fireball.

The Fireball was a popular choice among racers and rodders, despite its prodigious weight of well over 700lbs, and was just about the most Gleaming paint? Not here mate, move along. This modded Buick was unfinished for 50 years and, to an extent, still is. Note the Cadillac grille (above) topped by a Pontiac hood ornament, plus Pontiac tail lights (top left), which were later supplanted by Cadillac pieces, and exhausts appearing through the bumper overriders. For a car that was destined for the race track, there are plenty of cool west coast kustom touches built in.

powerful American production engine from 1941 until the OHV V8s came along in the early Fifties. That's when race cars such as this one were springing up, often with some cunning engineering incorporated.

This one now belongs to Simon Jackson, from Wiltshire, and has quite a story to it. "I've had a fairly esoteric history of American cars," says Simon, "starting many years ago with a '69 Mustang fastback, which is still one of my favourite Americans. I've had quite a variety since; I just buy whatever grabs my attention. I love originality; I'm not actually a 'rat-look' fan, but love a weathered car with real patina.





"I just loved the shape, but when Kerry lifted the bonnet, that was the icing on the cake. I was sold"

"I got the Buick about 18 months ago, via Kerry Birch at NAMCO. I just loved the shape, but when Kerry lifted the bonnet, that was the icing on the cake. I was sold. Kerry had brought it back with him after living out in California for some time. It was built in the Fifties in Sun Valley, California, by Andy Anderson, who was a well-known Buick tuner at the time. For some reason, it never got finished, and Kerry bought the unfinished car from Andy's widow some 10 years ago. Kerry really didn't want to sell such a unique car, so he was happy when I asked if he could keep hold of it and finish off some of the remaining jobs before I took it

home. He worked on it at NAMCO over evenings and weekends last winter, then I finally took delivery in spring 2015. It was so tantalising, owning a car but never having driven it, and only seeing it when I went to visit Kerry and the car in Farnborough once a month!

"When I took delivery of it, I wasn't exactly sure what I was going to do with it. There was a lot of surface rust, which I wanted to stop, but I didn't want to ruin the essence of the car asfound. It's made from very good quality, thick steel, and Kerry had showed me parts of the chassis that had surface rust, but then he could

Simon (top right) certainly looks the part, and isn't afraid of giving the old bus the kicking it was built to take. In fact, the main focus for 2016 is getting it along the sands at Pendine for the VHRA's speed trials. That'll be quite a sight to see... though he'd best put a coat of protective wax on all that chrome beforehand.

Tech Spec

1941 Buick Century

Custom built by Andy Anderson, California

320 cubic inch Buick straight-eight

Four Carter YH twin-choke sidedraught carburettors

MSD 6A ignition (hidden)

Custom over-engine headers, HPC-coated

Recored radiator

Converted to alternator and 12 volts

1937 Buick three-speed floor-shift manual

Original brakes, rebuilt

Firestone 7.10x15" wide whitewalls

Prop tunnel raised

1947 Cadillac grille

1947 Pontiac bumpers

Frenched headlamps

Louvred bonnet

Rear wings welded to body

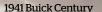
Rear valance moulded to body

Exhaust tips in bumper overriders 1959 Cadillac tail lamps

1950s tuck'n'roll vinyl interior

Thanks to: Old Sarum Airfield for allowing access to the airfield location, and being exceptionally accommodating!





wallop the rusty bits with a hammer and it wouldn't leave a mark! It was difficult to tell what colour it was, and even when my family asked, all I could say was '50 shades of brown'. On the log book, under 'colour' it says 'various'! All I did was use up some old cans of various shades of Hammerite just to stop the rust spreading.

"I started taking it to a few shows, and joined the VHRA, taking it along to their display at Speedfest. It's the epitome of a vintage hot rod, and VHRA organiser Neil Fretwell told me he'd met Kerry while he'd been out in California, and remembers helping to push this very car around Kerry's yard! He was thrilled that I'd joined the club, and as it happens I was the 400th member. General feedback is that people are rapt with the car, it's a



likeable car. Kids seem to be drawn to it, too, and people go mad for the engineering, especially that exhaust! Some cars just have that character. During this photoshoot, an old chap out walking his dog came over and told me that the car reminded him of when he worked in New York as a teenager, and Al Capone offered him a job because he liked his Scouse accent! I'd never have met that guy otherwise. It gets lots of interest wherever it goes, although the first question is usually 'what is it?'

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is it?"

"It gets lots of interest wherever

"Supposedly, Andy Anderson was a good friend of Mickey Thompson. I managed to get the email address for Mickey's son, Danny, and contacted him asking if he knew of any stories or photo evidence that linked his dad with Andy or this car. He wasn't keen to get involved, so I apologised for intruding, and as yet haven't been able to confirm that link.

"The engine has definitely been built for racing, though, the principal feature being those over-the-top headers. With those four side-draught Corvette carburettors, you couldn't fit a regular exhaust manifold, and it's clear that the exhaust was built around the intake, not vice versa. People have looked at it and told me it was all hand-made, and just how much effort somebody went to back in the Fifties to make such a work of art. At the same time, the bonnet was louvred to take the heat away and keep the carbs cool. It's the later version of the 320 cubic inch straight-eight, but has an earlier three-speed manual transmission with floor shift; the '41 would have had column shift.

"It has a huge amount of power and torque, but getting it down is a problem and the diff gears are too short. It has a top speed of about 50mph, which makes cruising stressful! One of the jobs I'll have to do is either fit a five-speed gearbox, which I didn't want to do as I'd lose originality, or fit an overdrive to the gearbox, or change the gears in the differential, which will be difficult as it's an old torque-tube axle.







"It also has lever-arm rear dampers, which must be struggling with that body weight and make a horrible noise going over pot holes, so they'll hopefully be replaced with proper shock absorbers over winter, too. The all-round drum brakes have been rebuilt, and the steering is beautifully light, though I expect that London bus steering wheel helps a little! That interior is a beautiful place to travel - it may look outdated but it's such a comfortable ride, far more comfortable than some modern supercars I've been in. Those gauges are so art deco. None of them work, but who cares when you can look at such beautiful design? The seats were reupholstered in tuck'n'roll vinyl back in the Fifties and still look beautiful. The front bench is worn out, hence the seat cover, but the rear bench is perfect.

"The front grille is from a Cadillac, while the bonnet ornament and bumpers are from a '47 Pontiac. The rear lights had been replaced with Pontiac parts, too, but I replaced them with the '59 Cadillac lamps. It's all been rewired and converted to 12 volts. It has lots of potential, with lots more power to unleash, but it's a big, heavy beast and getting the power to the ground is the trick. Those Corvette YH carburettors are like gold dust, and finding four is a really big ask.

"Now I want to fulfil its destiny and finally get it racing. I'm looking forward to unleashing the beast on the beach!"

The interior is proper pre-war class, with those beautiful s (above right), pite the fact that none of them work. The upholstery has been redone in red and cream vinyl tuck'n'roll, like the door cards (above left), though the front bench is worn out, hence the leopard-print. Note the dual cowl-mounted spotlights, and current lack of headlining. Long floor shifter replaces shift, though it appears the column is a later addition, too If you described this car (top) to someone, they'd probably say 'vuk". but when vou see it in the flesh, especially with the bonnet open, it just works one hundred

"The VHRA have been so helpful and enthusiastic, I'm glad to be a member, and very excited for the future. I'm looking forward to Pendine and the Gow hillclimb, and have been lucky enough to get on the race card for Pendine. I'm not going to do an awful lot to the car cosmetically, but I will be working on the drivetrain and hopefully Kerry will be guiding me. Kerry was the guy who found this car, saw its potential and brought it home; I'm just carrying it on. It took it 70 years to look this way, so I'm not going to just send it off to be restored to look like new. It's like a good whisky - you don't get a 20-year-old single malt in six months! When I go to a show, I'm always drawn towards the cars that look like they've lived. It's ticked all the boxes for a classic hot rod and has a lovely story, so now I want to fulfil its destiny and finally get it racing. I'm looking forward to unleashing the beast on the beach!" ACM

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Cali Glamour

The Los Angeles Auto Show starts the winter auto show season off gently.

Words: Dave Smith

November's Los Angeles Auto Show was the first big event on the American winter motor show tour, and the big three were all exhibiting. Some were keeping a particularly low profile, with FCA concentrating harder on the launch of the new Alfa Romeos and Fiats than the 'domestic' product - California is one of their strongest markets - while GM's spotlight was shining brightest on the debut of the 2017 Buick Lacrosse. Note the return of the old three-shield

badge in patriotic red, (almost) white and blue. Otherwise, apart from announcing Denali editions of the GMC Canyon and Sierra, that was about it for GM.

Ford, meanwhile, seemed to be putting the most effort in. Again, most of their focus was on the all-new Escape, the big-selling crossover SUV, but with the Mustang and Shelby GT350 picking up a raft of awards recently there was a large display from them. There was also much ado

about the new GT, with a roadgoing example and the new race car on show. The race version is the one that will be going to Le Mans in 2016, and much rests upon its shoulders...

All in all, not too much to shout about from La-La Land in 2015, but most people will be keeping their star players on the subs bench until the NAIAS in January - about the same time this mag hits the shelves - and the massive Chicago show in February. ACM



































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Grand Finale

It's all back to the NEC for the annual end-of-season indoor classic extravaganza

Words & photography: Dave Smith

















Every year, with the show season drawing to a close, the classicisti head indoors for the Classic Motor Show at Birmingham's NEC, once again sponsored by Lancaster Insurance. It's undeniably a huge show, around 2,500 cars and bikes filling several vast halls with absolutely anything that could possibly come under the heading of 'classic car', from the Aston Martin Owners Club with their troughs of champagne on ice, to the Reliant

Owners Club with their ... Reliants. And I'd be hard pressed to say who looked like they were having the most fun!

The Reliant Club was down in the Pavilion end, along with the American and hot rod clubs. That doesn't strike me as a natural fit, and that Pavilion seemed a bit cramped and pokey compared with the other, gloriously lit halls. Still, everyone was out to make the best of it with the AACUK, AACNW, NSRA, Can-Am Club, MOCGB, CCCUK



























and more all putting on a superb display of members' cars, while the CA Car of the Year contest eventually picked a 1970 Cuda as the overall winner. The Mopar Muscle Association had a cool 'beauty and the beast' display going on, with a Barracuda and Road Runner, both beautifully restored, then, opposite them, their evil twin!

Elsewhere in the vast halls there was the Restoration Theatre, where you could watch a resto happening live; there was the Sporting Bears Dream Rides where a donation to charity would put you in the passenger seat of the car of your choice for a blast around the complex; the Cars For Sale area and Silverstone Auctions sale were just waiting to part you from your money; and the trade stands and Autojumble filled acres of space but there wasn't much to keep the American fan interested. One of the

main crowd draws was the Live Stage, featuring appearances and segments from TV stars Ant Anstead, Edd China, Fuzz Townsend and Mike Brewer. The latter even debuted his newly finished pet project, three years in the completion - a 1968 Camaro 396 SS in Le Mans Blue. Stay tuned...

So, another year, another success. I went along to that event on Friday and it was absolutely packed, so lord alone knows what the weekend must have been like. Tickets aren't cheap but there's a hell of a lot going on, and there seemed to be no shortage of punters willing to pay - the organisers reckon around 69,000 over the weekend - though nobody was happy about the venue charging £12 for the car park... that's outrageous. It's all downhill until Christmas, now, but expect the Classic Motor Show to be back around the same time next year.



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Strip Search

Big Chris Smith hits Sin City for the annual blowout from the world of hot cars, the SEMA Show.

Words: Chris Smith Photography: Chris Smith, Stock

I got a call three days before the event saying, "Do you wanna hang out in Vegas for a few days?" In fairness, that's not a bad call to receive, is it? The 2015 SEMA Show was about to take place, with the planet's hottest builders in the car fraternity bringing their most prized possessions.

If you've been to Vegas then you'll know that everything is bigger and $\,$ better than anything you've seen before, and this car show is no

different. It's on an Olympic scale, requiring the most comfortable footwear possible, the reason being you will cover many miles walking between the stands, the cars and the booths, with maybe a cheeky beer in between.

The most shocking thing upon entry is the queue for the pre-booked passes. If you are thinking of going, then turn up early. I know "early" and "Vegas" do not usually mix, but just do this >



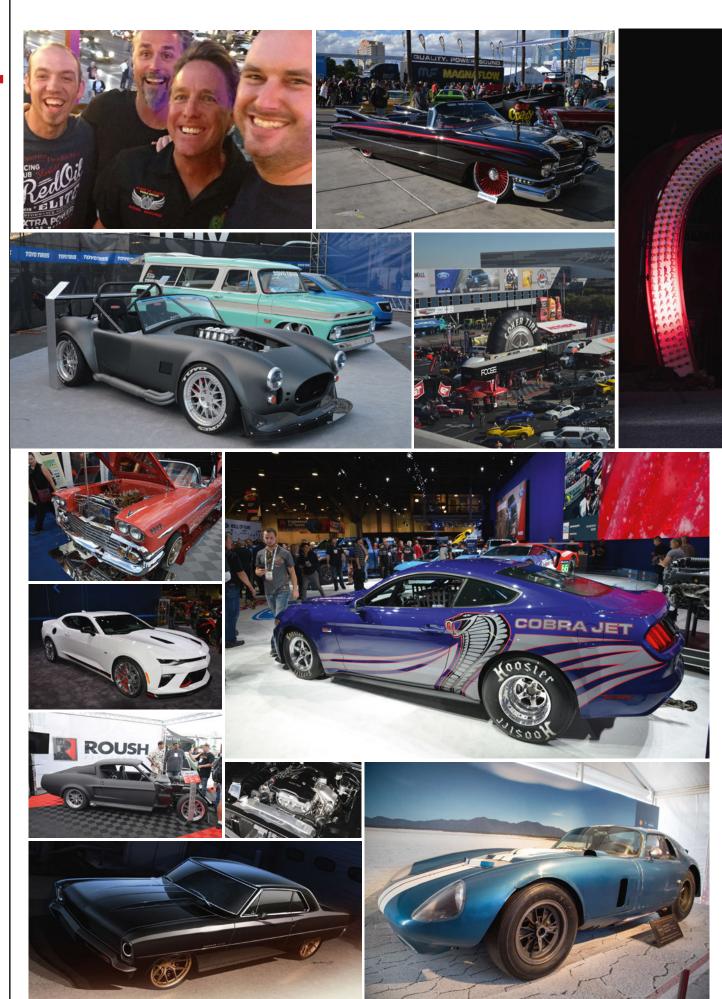




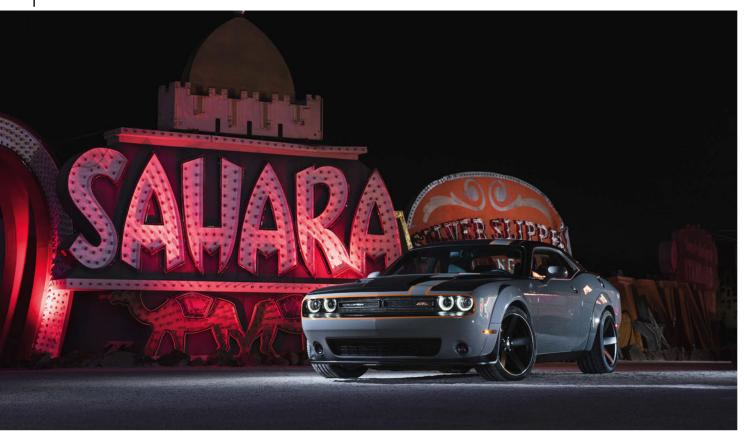




















the morning you go. If not, you will be waiting for over an hour and a half to get your passes, it's that popular.

Once inside, you'd do well to download the SEMA App to your smart phone; if you don't, you will be wandering around with a vacant look on your face for the following week. The grounds are vast, and the show even spreads to other venues a short cab ride away, but the App will lead you in the right direction with its great mapping. AAPEX is another branch of the show catering to parts suppliers, from your battery through to the nuts and bolts that hold your ride together, the list of companies attending make up the start and finish of a build. That's

not to say that it's all aftermarket, hot rodders or resto-mods; the manufacturers are in attendance, too, with the latest offerings from Ford, Chevy and Mopar alike. I think that's what I most noticed after a couple of days - some shows just revolve around one or two things, but this gig covers the lot, a real mixed bag on a major scale.

I had taken a friend with me on the trip, a British Superbike and Isle of Man TT racer by the name of Peter Hickman. It was good to see someone else's take on the show, someone who would not normally have attended. Well, he did, and his interest in muscle cars grew. We were lucky enough to >















catch some passes to the Velocity live TV show, front row, watching the likes of Wayne Carini, Chip Foose, the Wheeler-Dealers boys and the guys from Fast'n'Loud. The event was hosted by Chris Jacobs and was very cool. Having all the main players from car TV on the same stage was epic, they all seemed to enjoy the crack and it was very improvised - it made for interesting viewing as it was not scripted, just car guys and girls enjoying each other's company with some great stories. When the show finished, we all made our way to the after-party. Craig Barrett from Barrett-Jackson made an appearance, Slick and Jane from Slick's Garage, Christy Lee from All Girl Garage, Courtney Hanson from Overhaulin' as well...

If, like me, the winter blues of Blighty get you down, then take a week of your time this November and see some sun at the next SEMA Show. When your feet start hurting, take a load off with a beer or just play some poker. Vegas has it all! **ACM**



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Petrolpunk

It's a rod show, at Whitby, during Goth Weekend, on Halloween. What could go wrong?

Words: Ethan Lisle Photography: Pete & Wendy (pwpics.net)

Would you have ever expected a nice warm sunny day in Whitby on October 31st? The 8th Whitby Kustom show sure delivered a fantastic day, and the weather sure brought out the cars and the Goths, although some of them looked like it was the first time they had seen sunlight in a long time. This year we saw the showground at full capacity with such a variety of pre '75

vehicles, from chromed-up mustangs to bare metal pick-ups, there was something for everyone. Old and new faces and cars show up every year at Whitby, with cars from around the country starting to show support for what is, in my opinion, the best show in the north.

There's so much to see and do on this fantastic day with the Goth >



































































weekend in full swing, the things you see walking around will blow your mind. And, once again, the pinstriping master himself, Stevie-Ray Moor, was flat out all day laying down art work on cars, trucks and bikes.

There was even a visit from the legend Des Taylor in his freshly finished Chevy Nova, 'Motown Gold'. After an horrific accident in the pits at Santa Pod this year, he got pride of place at the entrance of the show giving the car a well-deserved outing after having to miss the end of the race season.

A huge thanks to Paul 'Whitby Kustom' Tookey for the effort and enthusiasm he puts into this show every year; it is surely not to be missed in 2016. A total of £2,750 was raised for West Cliff School where the show is located. Paul would like to say thanks for the fantastic amount raised by everyone who came along, as without you guys showing up there wouldn't be a show. Don't forget, Whitby Kustom will be back next year on November 5th - I wouldn't miss it, or Dracula will be after you! ACM



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Flying The Flag At Famoso

Words & photography: Andy Willsheer

Leaving behind Britain's autumn chill in favour of a dose of nitro nirvana at the fabled Famoso Raceway was seemingly a venture undertaken by many first-timers as I discovered when speaking with a number of UK fans encountered at the dusty drag strip situated way out in the boondocks north-east of Bakersfield, California. Nearly every one of the enthusiasts had flown out to root for the trio from our side of the Pond making their debut at the National Hot Rod Association's Hot Rod Heritage Racing Series season-wrapping California Hot Rod Reunion.

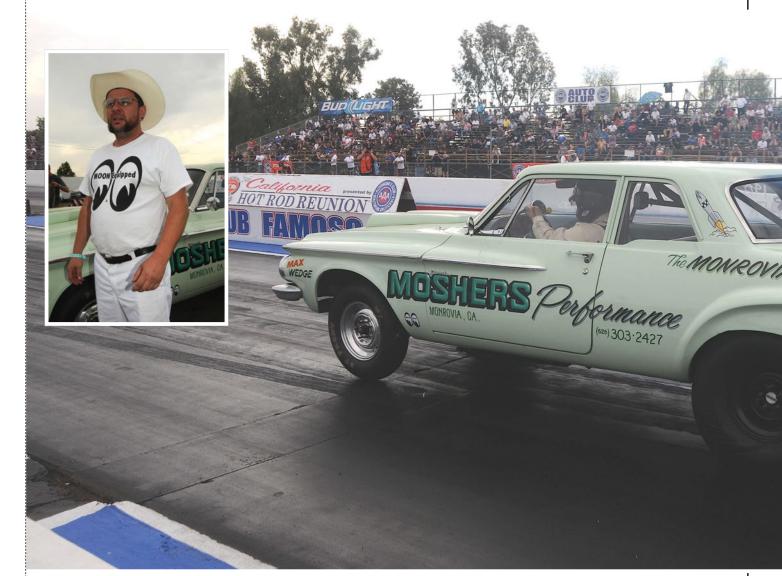
The United Kingdom's three guest drivers - Yorkshire's Steve Neimantas, Essex-based Tony Betts and Scotland's

Colin "Flyin' Fyfer" Millar - were well publicised to be in attendance, but they were also joined by Gasser Circus member Brian Gibson, who said he was competing in an A/FX entry as a thank you for helping American Dale Snoke, who brought his Mercury Comet, dubbed the Rocket, over from the Golden State to run at Santa Pod's 2014 Dragstalgia. As matters transpired, Colin was a prime point of interest to spectators inasmuch as the '51 Anglia was flying the Saltire and Stars'n'Stripes, as well as having his crew outfitted in colourful apparel and wearing kilts. The Famoso crowd was initially puzzled with the natty attire, but with commentator Mike English

(Below) Derbyshire's Brian Gibson drove The Monrovia Missile '62 Dodge Dart in A/FX competition. (Rght top) Bill Dunlap won Nostalgia Top Fuel at the first CHRR and was chuffed to add victory at the 24th to his curriculum vitae. (Right bottom) These T-shirts succinctly designate their wearers' status.

loudly exhorting the phrase "All the way from Scotland" whenever the car and kilted cohorts were on track, 'twas not long before the visitors from north of the border became firm favourites with spectators.

Colin was running in the exhibition class, and although he was using the event primarily to dial-in the car for national event competition the week following at the NHRA Toyota Las Vegas Nationals - the penultimate stop on the 'Big Show' series of 24 races in total - where he was to be competing in Super Comp, the other three were hoping to make their respective marks in competition proper. But good fortune was not on their side in spite >







































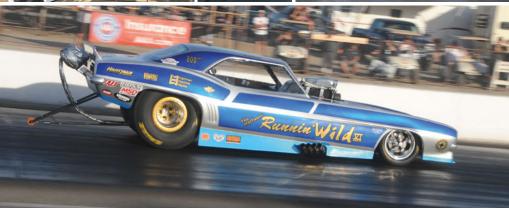












of them giving it their best shot.

Mr Betts procured a ride in Richard Hartman's '69 Camaro-bodied Funny Car that had won the Hedman Husler Hedders DRO Nostalgia Nitro Challenge meeting at US 131 Motorsports Park in Martin, Michigan, during the month before, as well as setting new records for the series in both speed and elapsed time. Richard and father Virgil came along to Famoso with high hopes for the limey competitor, but niggles with illfitting fireboots and some mechanical problems put the Runnin' Wild VI Nostalgia flopper on the outside of the qualified 16-car field with a best of 6.11 seconds at 245mph recorded during the third and final qualifying session.

He wasn't alone, however, with drivers of the calibre of Mello Yello series contender Cruz Pedregon being among the 17 entrants that didn't make the 5.89-second bump spot. Canadian Ryan Hodgson, from Edmonton, Alberta, headed the pack. Ryan Hodgson headed the pack with Low ET and Top Speed - 5.64/262mph and became favourite to sweep the board, which he duly accomplished on the Sunday, defeating California-based Jason Rupert in the finale. Times and speeds were 5.72/255 for Ryan over a losing 5.81/249. It has to be said the winning car did not receive

unanimous acclaim inasfar as a petition was introduced by dissenters who felt the swoopy bodywork does not closely adhere to the model's styling of 1969 and was therefore not in keeping with the spirit of the class's construction rules and regulations.

This controversy aside, the wellattended event went down a storm with the crowd, with those unfamiliar with proceedings being unable to comprehend the sheer number of blown-nitro cars in attendance for what is arguably the best quarter-mile nostalgia race in the world. Famoso's March Meet has been running far longer, but that event places major emphasis on the racing aspect, whereas the CHRR has a far greater degree of informality that attracts participants from far and wide seeking simply to be a part of the three-day extravaganza where it truly is possible to roll back the years and attain more than a frisson of déjà vu whilst taking in every aspect of the so-called Gathering of the Geezers.

There are a couple of off-site features that contribute to the Reunion experience, these being a car show in the parking lot of a shopping centre on the Thursday evening, attended by those desirous of an early whiff of nitro (courtesy of owners happy to

(Main image) Colin Millar took along a band of supporters for his time in the USA. The Famoso fans really enjoyed seeing the flamed Flyin' Fyfer and the Millar gang was equally impressed with the reception they received. (Top centre) Steve Neimantas and crew guys with the retired jeweller's Chevy-powered slingshot rail O' Black Betty bought in the US at the tail end of 2014. He qualified in the top half of 33-car Nostalgia Eliminator 1 - run on a 7.60 second index - and was unfortunately shut-off with an oil leak in round one. (Above) It was unfortunate that some untimely glitches prevented Tony Betts from making a representative run in the Hartman family's '69 Chevy Camaro. Tony was nonetheless very pleased with the experience and likely to return Stateside for further quarter-hauling in 2016.

bring along their Fuel cars from the track for the occasion) and on Friday it's traditionally time to get along to the DoubleTree Hotel, where event honourees are introduced before the evening merriment is concluded through a mini Cacklefest out front of the establishment.

What with the huge swap meet sited at the top end of Famoso, an eclectic selection of competition machinery from bygone times and a large number of traders vying for attendees' dollars, it would be fair to say there's so much to see and do over the three days that it's a case of get there early and stay late for anyone desirous of taking in every aspect of the event. And with more than 50 blown-Fuel cars making passes along the fabled 1320, those who'd never before made it along to the CHRR were, er, blown away by it all. And with the event set to celebrate its silver anniversary this October, I can only say it's bound to be special... with talk of there being 100 cars set to trumpet into the twilight when Saturday's primedraw Cacklefest loudly celebrates the memorable times of vestervear drag racing when high-profile meetings in the golden era late-Sixties/Seventies attracted scores of supercharged-nitro entries to delight legions of fervent fans, ACM

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New Projects...

Over the next few months, we'll hopefully be following a couple of new, ongoing projects - one classic, one modern muscle - as they get refurbished, rebuilt, repaired and modified. Here's an introduction.

Words & photography: Elizabeth De Latour



First things first, I am of the BMW world. I've spent almost 12 years writing about them, I've owned five including the two I have now, though one of them has a 4.4 V8 in it, which I hope makes it more acceptable. However, I have secretly loved American muscle for a long, long time and it was an itch that really needed to be scratched. Driving a C7 Stingray on a tyre launch in Spain rekindled the fires in a big way and, with my project BMW 5-Series (the V8 one) away for a few months getting a makeover, it seemed like the perfect time to fill the V8-shaped hole in my life, and on my driveway.

I didn't really have a lot to spend and figured I could either go for something older, slower and extremely cool that everyone else would think was awesome but that I probably wouldn't enjoy driving all that much and that probably wouldn't enjoy being left outside on my drive, only being used occasionally over winter. Or, I could go for something newer, faster, that would be easier to live with and simply brush off the negativity from the haters. Which is why I've ended up with a '99 fourth-gen Camaro Z28, arguably the least cool of all Camaros but the third

best to actually drive after the sixthand fifth-gens.

What makes this one special is that not only is it a Euro Camaro, it's an official UK car, which has got to be rarer than a rare thing. Euro cars received changes like ugly square folding mirrors, a fog-light-

equipped rear bumper, headlight height adjustment control, the rather lovely Trans Am seats (with separate headrests, lumbar support and inflatable side bolsters), and an official power output of 288hp which, it is generally believed, was due to the V6 exhaust being used. You will have >











noticed that my Camaro looks rather American and that's because someone has spent a bit of money returning it to how it should have looked, so I have an American rear bumper sans fogs, US front and rear number plate recesses and mirrors and I also have a MPH speedo where Euro and UK cars would have had KM/H, which explains why my odo is in KM. My car has also been lowered, fitted with a Flowmaster 80 muffler and what I believe to be a set of the older, two-piece Boyd Coddington Junkyard Dog 18s and, as I would have wanted to change the suspension, exhaust and wheels, the fact that this car already had those mods made it even more appealing.

With a shade under 59,000 miles covered it's in good condition if not perfect, but more than acceptable for what is ultimately a 16-year-old car, though some things definitely want attention. Some are minor, such as the use of a single Audi(!) floor mat where I would like a correct set of Camaro mats all round; at least one crackling speaker; and the awful headlights and

useless mirrors. Others require more immediate attention - having 275 and 295 rubber front and rear respectively is potentially great, except for the fact that they are all worn, mismatched budget tyres, which is why the Camaro is so reluctant to remain attached to the road. At least I know I can give the old rubber a suitable send off with a giant rolling burnout when the time comes...

I mentioned that the car's been lowered, but clearly not very well as it's extremely soft and the 295s are too wide for the rear wheel width and offset, so over bumps they rub badly on the rear arches. We've also got slow electric windows, central locking that doesn't work and I might potentially need a new battery as my trip meter reset itself the other day and I experienced the dial sweep phenomenon on start-up. There's certainly plenty to be getting on with and the perfectionist in me means that I'm not likely to be able to leave it alone, though will see just how bad I've got it in time...



Time to welcome back a project car contributor as Paul Cowland introduces his latest automotive squeeze to the pages of American Car. Having finished his Dodge Challenger, he's wound the clock back a little earlier - and swapped camps - for a rather lovely old '80 Vette. Here we go again!

Words: Paul Cowland Photography: Chris Wallbank



If you're anything like me, particularly when it comes to buying Yank tin - or plastic, for that matter - then some of the very best cars are simply fulfilling a promise to your eight-year-old self. This rather lovely example you see before you, ladies and gents, is precisely that. In fact, it's even exactly the same colour as the Matchbox version I vowed I would buy myself back in the year that this was made - 1980.

Finding it came about completely by chance. I had always wanted one,

of course, but a bit of late-night carshopping directed me to the big-boys toy store that is www.cloud9cars. co.uk. I'll warn you now, don't go there if you have a weak disposition, as you would doubtless fall in love with something on its pages! The second I saw this, complete with its American Racing wheels, I was done for! I called owner Pete, who kindly brought the car around the next day for me to view, and it was as simple as that. A fair price was agreed (to include some original



slot mags, in case I ever want to go back to factory), and we shook hands. Two days later, it was on the driveway.

For those who aren't true 'Vette geeks, the L82 moniker denotes the 'big power' version. Well, I say big power, but in 1980 that equated to a gargantuan 230bhp, to be precise. Not a shabby figure, but when you realise that it's from a 350-cube motor, you begin to realise how strangled these emission era Yanks really were! That said, take a look at the state of that motor. Doesn't exactly look like it's had a hard life now, does it? What the '80 model year did bring though was the sexier new facelift bumpers and slightly more aggressive styling. I know the purists prefer the earlier cars, but to me, this is where it's at!

Still, on the upside, it's an alloriginal 40,000 mile car that has spent almost 20 years locked in a collection in Chicago. Now over here in Blighty, it's about to get a great deal more use, with a few subtle, in-keeping and reversible upgrades on the cards that will make it even nicer to drive. This one is very rare by virtue of the fact that everything works, so it's a great place to start on a Corvette project.

So what does the future hold for this one? Regular and long-term readers may remember my tastefully modified '10 plate Challenger, which had quite a few upgrades all round. While I'm keen to stamp my own personality on the Chevy, I don't want to stray too far away from what made me love it in the first place; namely, irreplaceable originality. To that end, future jobs will be limited to replacing the whisperquiet factory exhaust for something more befitting of a 5.7-litre V8, a full set of Bilstein shocks, a slightly better set of stoppers and then a few minor aesthetic jobs on the bit of paintwork and trim that aren't A1. As you can see, the seats and the wheel could do with a little love, for sure.

The paintwork was very fairly described by Pete - and that description included 'It'll need a good polish before it's right'. Suitably forewarned, I wasn't surprised to see a bit of matted topcoat and a few swirls and marks here and there. She's in great shape for her years, and a quick exploratory buff revealed that all would come good with very little effort, so I have already booked in with my friends down at Autoglym for a good going over, so you know what to expect next time at least!

For now though, I'm just enjoying driving the thing and getting to really know the staff at all of our local petrol stations. We're very much on first name terms by now, with unleaded disappearing at a rate of knots. Well, can you blame me?

Until next time! ACM

















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Outlaw Street



2015 Race Series: Round OS-7

Words: Mark Wallington Photography: Jenny Wren









When: September 26th-27th Where: Public Track Weekend, Shakespeare County Raceway

As the penultimate round of the 2015 series, members were all scrabbling to try and squeeze that one last round in to build points up and hopefully secure some silverware for the trophy cabinet. For some, the PBs came rolling in and every run down the track was a "smile a quarter mile", including OS-68 Debbie Taylor in her late model Mustang who kept chipping away the PBs all weekend; also OS-43 Nigel Jenkins who, after a season of engine problems, achieved new PBs whilst gently running the engine in.

Sadly, for several, the toll of a season of racing was showing, with OS-56 Doug Harwood's supercharged Barracuda out due to a broken rocker arm, which was luckily caught before any serious damage was caused, and OS-31 Nick Rose in his supercharged Mustang convertible, which narrowly avoided a major engine fire thanks to the quick reactions of people in the pits.

As always the team at Shakespeare County Raceway did a cracking job throughout the weekend keeping the track open and many a member managed a good few hot laps.

At each main points scoring round of the 2015 series the highest points scorer for the meet will win a prize. As OS-19 David Mahoney had already secured this prize, the win was passed to Nigel Jenkins in second place.

The top 6 points scorers of OS-7 were:

1	OS-19	David Mahoney, C5 Supercharged Corvette	225 points
2	OS-42	Nigel Jenkins, SN95 Mustang	221
3	OS-23	Simon Paul, Toyota Supra	219
4	OS-9	Rob Leyman, supercharged Monaro	218
5	OS-56	Doug Harwood, Barracuda	216
6=	OS-68	Debbie Taylor, Mustang	212
6=	OS-18	Vic Fisher, Mustang	212

With OS-7 being the penultimate round everyone was dusting off their reaction times to see if they could bag a Joe & Co sponsored RT trophy. With only 0.025 of a second between first and second place, and all of the top six RTs being worthy of a trophy on any other day, it's clear members have been practising since OS-6. First place went to OS-67 Clive Dandridge, in his 1967 Mustang with a very impressive 0.037 RT. This is Clive's first season with Outlaw Street and he's going to be one to watch in the future.

At every round of the 2015 series there's a WASP Ltd £25 parts voucher up for grabs for the member who makes the biggest improvement on their previous round's ET, meaning the faster you go, the more parts vouchers you win to buy more parts to go... well, faster. The winner of the OS-7 WASP Ltd voucher with a massive improvement of 2.9810 seconds against their previous round's ET was OS-19 David Mahoney in his supercharged C5 Corvette.

The top 6 RTs at OS-7 were:

1	OS-67	Clive Dandridge, '67 Mustang	0.037 RT
2	OS-10	Troy Attree, LS1 Camaro	0.062
3	OS-18	Vic Fisher, Mustang	0.141
4	OS-19	David Mahoney, C5 Corvette,	0.180
5	OS-56	Doug Harwood, Barracuda	0.191
6	OS-68	Debbie Taylor, Mustang	0.258

With only one round of the 2015 season remaining, it was a real close match for the top three spots (remember, the final points are from six of the eight rounds of the series).

The OS-7 2015 Biggest ET Improvements were:

	1	OS-19	David Mahoney, C5 Corvette	-2.9810 (100 points)
	2	OS-9	Rob Leyman, Supercharged Monaro	-0.9695 (99)
	3	OS-42	Nigel Jenkins, SN95 Mustang	-0.4765 (98)
	4	OS-23	Simon Paul, Toyota Supra	-0.3087 (97)
ľ	5	OS-18	Vic Fisher, Mustang	-0.3017 (96)
	6	OS-30	Clive Dandridge, '67 Mustang	0.1735 (95)

2015 Series League Table as of OS-7

-	1	OS-31	Nick Rose, Ford Mustang	1,307 points
	2	OS-9	Rob Leyman, Monaro	1,300
	3	OS-46	John Latham, PT Cruiser	1,274

You can follow the events and find out more about Outlaw Street at www.outlawstreet.co.uk.





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When? What? Where?

Organisers!

Please send any 2016 event details to us at: American Car Magazine, The Outlook, 6 Sansome Walk, Worcester WR1 1LH

or email: editor@americancarmagazine.com Likewise your cruise meets for the Monthly Meetings section.

January

January 14th-17th - Autosport International, NEC, Birmingham, autosportinternational.com

January 31st - RWYB, Santa Pod, Northants, rwyb.com

February

February 14th - RWYB, Santa Pod, Northants, rwyb.com

February 18th-21st - London Classic Car Show, ExCel, London, thelondonclassiccarshow.co.uk

February 20th - Stuntfest, Santa Pod, Northants, stuntfest.co.uk

February 26th-28th - Race Retro Historic Motorsport Show, Stoneleigh Park, near Coventry CV8 2LZ. raceretro.com

February 28th - RWYB, Santa Pod, Northants, rwyb.com

March

March 5th - Dial-In Day, Santa Pod, Northants, pre-entry only, rwyb.com

March 12th - RWYB, Santa Pod, Northants, rwyb.com

March 19th-20th - RWYB inc

Saturday Night Special, Santa Pod, Northants, rwyb.com

March 25th-27th - Festival of Power, Santa Pod, Northants, santapod.com

March 28th - Mustang Stampede, Ace Cafe, London NW10 7UD, noon-4pm, ace-cafe-london.com

April

April 2nd - RWYB, Santa Pod, Northants, rwyb.com

April 2nd-3rd - Public Track Weekend, Shakespeare County Raceway, Stratford-upon-Avon, shakespearecountyraceway.co.uk

April 9th - Saturday Night Special RWYB, Santa Pod, Northants, rwyb.com

April 16th - RWYB, Santa Pod, Northants, rwyb.com

April 16th-17th - Spring Madness RWYB, Shakespeare County Raceway, Stratford-upon-Avon, shakespearecountyraceway.co.uk

April 30th - RWYB, Santa Pod, Northants, rwyb.com

April 30th-May 1st - Atomic Festival, Sywell Aerodrome,

Northants, atomicfestival.co.uk

April 30th-May 1st - International Ford Show, Sandown Park, Surrey, theinternationalfordshow.com

April 30th-May 2nd - APIRA 9th Springspeed Nationals, Shakespeare County Raceway, Stratford-upon-Avon, shakespearecountyraceway.co.uk

May

May 2nd - RWYB, Santa Pod, Northants, rwyb.com

May 8th - Test'n'Tune, North Weald, Essex, maitlandracing.com

May 14th-15th - Late Spring Madness RWYB, Shakespeare County Raceway, Stratford-upon-Avon, shakespearecountyraceway.co.uk

May 15th - RWYB, Santa Pod, Northants, rwyb.com

May 21st - RWYB, Santa Pod, Northants, rwyb.com

May 27th-30th - FIA Main Event, European Drag Racing Championships round 1, Santa Pod, Northants, santapod.com

May 28th-30th - Yanks Weekend & NASC Gary's Picnic, Shakespeare County Raceway, Stratford-upon-Avon, shakespearecountyraceway.co.uk

June

June 4th - RWYB, Santa Pod, Northants, rwyb.com

June 5th - Test'n'Tune, North Weald, Essex, maitlandracing.com

June 5th - Classic Ford Show, Santa Pod, Northants. classicfordshow.co.uk

June 9th-12th - Hot Rods & Hills, Pooley Bridge, Cumbria, search Facebook Hotrods And Hills

June 11th - RWYB, Santa Pod, Northants, rwyb.com

June 11th-12th - RWYB inc Bracket Gamblers, Shakespeare County Raceway, Stratford-upon-Avon, shakespearecountyraceway.co.uk

June 12th - American Speedfest IV, Brands Hatch, Kent, speedfest. co.uk

June 18th - Saturday Night Special RWYB, Santa Pod, Northants, rwyb.com

June 19th - Hot Rod & Custom Drive-In, Beaulieu, Hampshire, beaulieu.co.uk

June 24th-26th - NSRA Nostalgia Nationals, Shakespeare County Raceway, Stratford-upon-Avon, nsra.org.uk

June 25th-26th - MSA Summer Nationals, Santa Pod, Northants, santapod.com

July

July 1st-3rd - Can-Am Independence Day Weekend, Cofton Country Holidays, nr Dawlish, Devon, canamcarclub. ora.uk

July 2nd - RWYB, Santa Pod, Northants, rwyb.com

July 2nd-3rd - Cars & Stripes, Rockingham, Northants, cars-andstripes.co.uk

July 2nd-3rd - Flywheel classic car & aircraft show, Bicester

Monthly Meets

Every Tuesday - Petrolhead meet @ Witham and Blues, Boston, Lincs, PE22 7AJ, withamandblues.com

Every Sunday - National Can Am car club, 2pm, The Viewpoint, Parkstone, Poole, Dorset, canamcarclub.org.uk

1st Tuesday - Black Country Cruisers, 7.30pm, The Greyhound Inn, Swindon near Wombourne, 01384 287243, blackcountrycruisers.co.uk

1st Wednesday - Hot Rod Night, 6pm on, Ace Café NW10, 0208 961 1000, ace-café-london.com

1st Wednesday and 3rd Wednesday - American Auto Mags Cruise, The Hollow Tree, off A49 Stretton WA4 4LX, 01606 888324, americanautomags.com, during British Summer Time ONLY!

1st and 3rd Wednesday - The Victory Wheelers meet, The Plough, Portsmouth Road, Burlesdon, Southampton SO31 8BT

1st Sunday - V8 Mentalists Breakfast Meet, The Coach House, Chelsham Common, Warlingham, Surrey CR6 9PB, 07950 258704

1st Sunday - AACNW Big Meet, 10am on, Krispy Kreme Trafford Park, behind Trafford Centre, 0161 865 7684/01744 609404

1st Sunday - Goodwood Breakfast Meet, Goodwood, W Sussex (NOT July or September) goodwood.com/breakfastclub

1st Sunday - Boneshakers SE, The Barley Mow, Selmeston, E. Sussex BN26 6UF, 07541 524430 or 07738 374905

1st Sunday – MOCGB South Coast Muzzers, Cams Mill, Fareham, Hants PO16 8AA, 10.30am on, tel Keith 07785 577552, Keith@its-ltd.net

2nd Wednesday - UK Street Machines, The George Inn, Main Rd, Wilby,

Wellingborough NN8 2UB, ukstreetmachines.com

2nd Saturday - Big Moe's Diner, A13 Newham, London IG11 OAD, bigmoesdiner.co.uk

3rd Monday - National Can Am Club, 7.30pm, Old Thatch, Wimborne Rd West, Ferndown, Dorset BH21 7NW, canamcarclub.org.uk

3rd Wednesday - The Bowling Green, Lichfield, Staffs, 7pm on

3rd Wednesday - The Head Gas Gits, North Star pub, Iver, Bucks SLO 9AL, facebook.com/groups/headgasgits

3rd Friday - The Pebble Dash, Roedean Cafe, Marine Drive, Brighton BN2 5RL, 7.30pm on, see Facebook

3rd Sunday - Burnout Auto Club, meet 3pm, Wrey Arms, Sticklepath, Barnstaple, Devon, 07973 471125 or see Facebook

3rd Sunday - Fairmile Pub, Portsmouth Road, Cobham, Surrey KT11 1BW, 07802 166957

3rd Sunday - American Auto Mags Lunch Cruise, The Hollow Tree, Cheshire WA4 4LX, 11am on, winter months ONLY! 01606 888324

Last Wednesday - Woody's Hot Rod & Classic Meet, Woodland Waters, Grantham, Lincs NG32 3RT, Facebook "Hot Rod night at Woody's Bar"

Last Friday - National Can Am car club, 7pm, McDonalds, Wessex Gate Retail Park, Creekmoor, Poole, canamcarclub.org.uk

Last Saturday - All American Cruise-In, 4pm on, Ace Café NW10, 0208 961 1000, ace-café-london.com

Last Saturday - Chelsea Cruise, Chelsea Bridge SW8 4NG from 8pm, Derek 0208 765 1381

Last Saturday - Knights CC cruise, St James Retail Park, Knaresborough, N Yorks HG5 8PZ, March - September Heritage, flywheelfestival.com

July 3rd - Retro Show, Santa Pod, Northants, retroshow.co.uk

July 7th-11th - Americana International, Loughborough, americana-international.co.uk

July 9th - Saturday Night Special RWYB, Santa Pod, Northants, rwyb.com

July 10th - Test'n'Tune, North Weald, Essex, maitlandracing.com

July 15th-17th - Phantoms Hot Rod Hootenanny, Stirling Rugby Club, FK9 5AP, 07789 280600, phantomscc@outlook.com

July 15th-17th - Dragstalgia, Santa Pod, Northants, dragstalgia.co.uk

July 23rd-24th - Midsummer Madness RWYB, Shakespeare County Raceway, Stratford-upon-Avon, shakespearecountyraceway.co.uk

July 29th-31st - Mopar Euronationals, Santa Pod, Northants, O1234 782828, moparnats.co.uk

July 29th-31st - Hot Rod Hayride, Bisley, Surrey, hotrodhayride.com

July 29th-31st - Silverstone Classic, Silverstone, Northants, silverstoneclassic.com

July 31st - Test'n'Tune, North Weald, Essex, maitlandracing.com

August

August 11th-14th - Bulldog Bash, Shakespeare County Raceway, Stratford-upon-Avon, shakespearecountyraceway.co.uk

August 13th - Buster Lang's show, Sandown Park, Surrey KT10 9AJ, busterlang.com

August 13th - RWYB, Santa Pod, Northants, rwyb.com

August 21st - Test'n'Tune, North Weald, Essex, maitlandracing.com

August 20th - Saturday Night Special RWYB, Santa Pod, Northants, rwyb.com

August 21st - Monster Truck Nationals & RWYB, Santa Pod, Northants, monstertrucknationals.co.uk

August 27th-29th - MSA/ ACU APIRA Open Sport Nationals, Shakespeare County Raceway, Stratford-upon-Avon, shakespearecountyraceway.co.uk

August 31st - Junior Drag Racing Fun Day, Santa Pod, Northants, santapod.com

September

September 3rd-4th - Beaulieu International Autojumble, Beaulieu, Hampshire, beaulieu.co.uk

September 8th-11th - FIA European Drag Racing Championship Finals, Santa Pod, Northants, santapod.com

September 9th-11th - NSRA Hot Rod Drags, Shakespeare County Raceway, Stratford-upon-Avon, nsra.org.uk **September 17th** - RWYB, Santa Pod, Northants, rwyb.com

September 17th-18th - Isle of Wight Classic Car Show, Newport Saturday, Ryde Sunday, tel 0208 439 7871

September 18th - FordFest, Santa Pod, Northants, fordfestshow.co.uk

September 24th-25th - Late Summer Madness RWYB, Shakespeare County Raceway, Stratford-upon-Avon, shakespearecountyraceway.co.uk **September 24th-25th** - National Finals, Santa Pod, Northants, santapod.com

October

October 1st - RWYB, Santa Pod, Northants, rwyb.com

October 8th - RWYB, Santa Pod, Northants, rwyb.com

October 8th-9th - Mid-Autumn Madness RWYB, Shakespeare County Raceway, Stratford-upon-Avon, shakespearecountyraceway.com October 22nd-23rd - Halloween Bonfire Burn-Up, Shakespeare County Raceway, Stratford-upon-Avon, shakespearecountyraceway.

October 22nd-23rd - RWYB inc Saturday Night Special, Santa Pod, Northants. rwvb.com

October 29th - Flame & Thunder, Santa Pod, Northants, santapod.

October 30th - RWYB, Santa Pod, Northants, rwyb.com

When: January/February What: Superb weekends Where: Everywhere!

Happy new year! As you can see from this spread, there's a whole new season of shows, races and events just waiting to burst forth in spring, and while we're still in the winter doldrums, that doesn't mean that there's nothing happening.

The first major event is the NEC's Autosport International event, the closest the UK really gets to a SEMA-style show. Thursday and Friday are "trade" days while Saturday and Sunday see even more exhibits, action and celebrity appearances from all walks of motor sport life. It's not cheap - this is the NEC we're talking about - but it's a real shot in the arm for petrolheads suffering the winter blues.

Right at the end of January, Santa Pod opens its hallowed quarter mile after winter's hibernation, with RWYB beginning in earnest for those feeling so starved of drag action that they're willing to brave the weather. From then on, you can look forward to RWYB action about once a fortnight. There's also half-term fun on February 20th with StuntFest, a day packed with off-track action, monster trucks, car jumps, stunt driving and other white-knuckle fun.

The weekend of February 18th-21st sees the classics in the capital at the London Classic Car Show at ExCel. The theme this year is The Six Nations, as classics from the six greatest car producing nations - including the USA - compete for honours

Then, at the end of the month, the Autosport for historic and classic motor sport, Race Retro, brings all the old-timers out to Stoneleigh in Warwickshire. Whatever the sport, on two wheels or four, there's plenty to drool over, and mostly indoors.

It looks like 2016 is going to be another jam-packed year, with more news turning up daily, so get your rear in gear, fill up that diary you got for Christmas and let's get going for another superb summer season.













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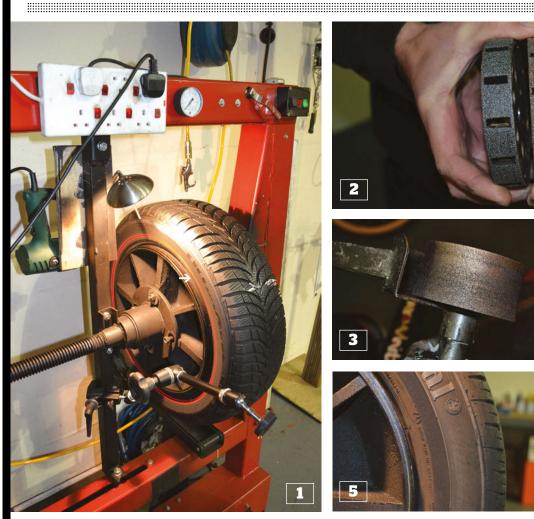
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All White On The Night

Mr Whitewalls, Ant Edensor, shows us how any tyre you like can become a whitewall

THANKS:

Mr Whitewalls, www.mrwhitewalls.com











Welcome to this special, extended edition of What's In The Workshop! Last month we visited Ant at Mr Whitewalls, and he showed us how it's done. It was far too cool to cram into one page, so here we go.

"Back in 2009, I wanted redwall tyres for my VW camper, but couldn't get them in my size," says Ant. "I found a guy with a mobile operation, and he came and red-striped my tyres for me. I got him to red-stripe the tyres on my Audi A8 while he was at it. I loved it, and asked him how I could get into it; he mentioned that he was changing direction and, later, sold me all his tools and equipment.

"I rebuilt and improved all the tools, and put a lot of R&D into finding better coatings. I'd tried paints from all over the world, spent thousands of pounds, and it was all crap! They all cracked



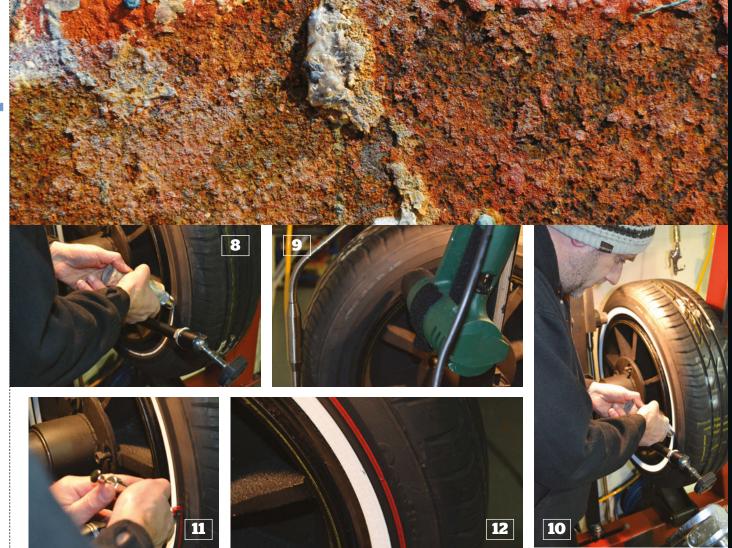
or flaked, and barely lasted a month. Eventually I came up with my own secret formula that I mix myself on-site, that doesn't crack or peel, and I've been striping customers' tyres



and selling it for DIY use. The whitewall will naturally discolour over time as the black colour seeps up from the tyre, so I devised my own discolouration remedy that brings them back to white. Tyre Shine-type products accelerate the discolouration, too, so I invented my own that doesn't.

"There are various machines and methods I use. I used to be mobile, but that added to the costs, so I built a workshop in my back garden. Unfortunately, this isn't my day job, and running the compressor in the back garden late at night was no good, so I got premises in Stafford, which is also somewhere to keep my toys! ->





"To stripe a tyre, it needs to be inflated, so I modified a tyre pressure testing machine with centres that create a 'wheel' for a tyre to sit on, then spin it slowly (1). I have centres to suit tyres for 13 to 21" wheels. Then I use an abrasive wheel and dust extraction to buff the sidewall. Smaller wheels for narrow stripes have a flat face (2) but the wheel for a 1.75" broad whitewall is slightly concave (3). Then I set the wheel rotating and buff a strip of the sidewall (4). All I'm doing is buffing down the

branding, writing and other decoration to leave a flat section (5); it does NOT buff a trench into the sidewall. Sidewalls are only thin, and making them thinner would be very dangerous.

"Then, for narrow stripes, I mix the special paint and put it in a dispensing tool (6), and pick the right wheel for the width of stripe (7). With the wheel turning slowly, I apply the paint to the buffed area (8). There's a hot air gun to cure the paint as the wheel revolves (9), and you put a coat on, wait a while, apply another, wait, and build it up to a good, solid stripe with clean edges **(10)**. For narrower stripes, like red-bands, I use a Beugler pinstriping tool **(11)**."

And these are the results (12). This is just a demonstration practice tyre; you might spot why in pic 12, but it looks amazing (13). There's a similar jig mounted to the wall that works for tyres already mounted on rims (14) – these wheels are for Ant's own works van (15), whitewalls with a double red pinstripe (16). The work that Ant puts into these tyres is amazing, and while it

seems very straightforward, it also looks very easy to get wrong. "I have lots of customers from different scenes," says Ant. "The VW scene, old British cars, American cars, even Airstreams. I'm looking to start doing more redline and gold line tyres for muscle cars, but I can stripe almost any tyre. I can even put bands on ultra-modern high performance radials." Don't forget the range of whitewall care products Ant supplies, and even that special white paint, ideal for touching up those white-letter tyres. **ACM**













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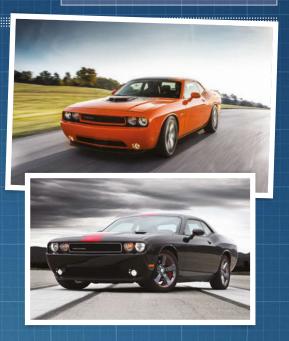
Dodge Challenger, 2008-on

Ford pulled a masterstroke when they released their handsome, retro-styled S197 Mustang in 2004 as a 2005 model. It caught the other two members of the Big Three on the hop, but Chrysler was the first to respond with the Dodge Challenger, which debuted at the 2006 NAIAS and went into production in 2007 as a late 2008 model.

Sharing much of its underpinnings with the Chrysler 300C and Dodge Magnum - which themselves used a large helping of Mercedes underneath - all the early models were SRT8 Hemis with auto transmission and independent rear, where they immediately scored over the Mustang.

Production started in earnest in spring 2008, with the base model SE using Chrysler's 3.5 V6, the R/T using the 5.7 Hemi and the SRT8 continuing with the 6.1 Hemi, now with optional Tremec six-speed manual. Many featured the Multi-Displacement System, whereby cylinders were alternately shut down during cruising to save fuel. As the new Challenger traded so heavily on the image of the original 1970 Challenger, many period-style options have been made available, such as Hi-Impact paint colours, Hurst pistol-grip shifters, Shaker hoods, and Track-Pak options packages for the strip-oriented.

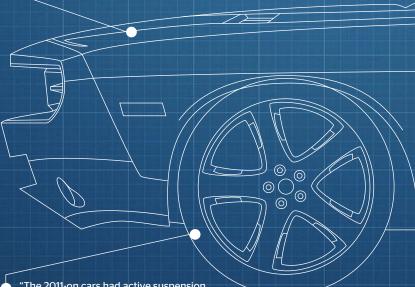
In 2011, the base SE was renamed the SXT and got the new 3.6 Pentastar V6, while the top-level SRT8 got the new 6.4 Hemi and was able to run 12s from the showroom floor. Most recently, Dodge launched a massive attack with the 700bhp Hellcat version, currently reigning supreme as the most outrageous muscle car available straight from the factory.

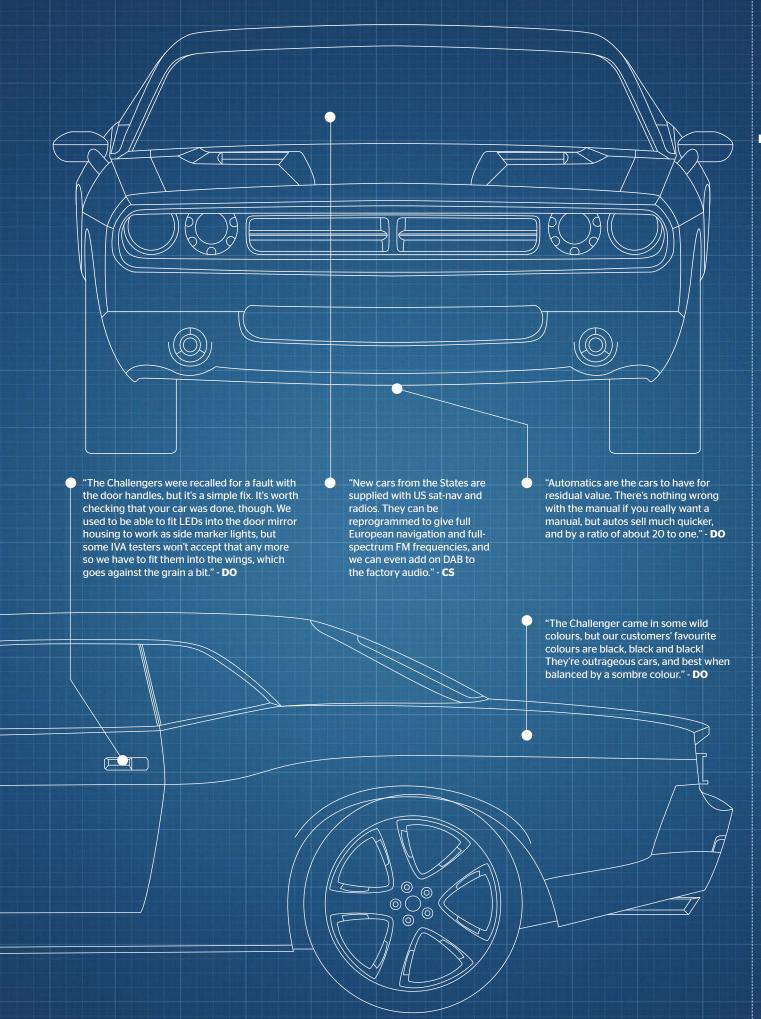


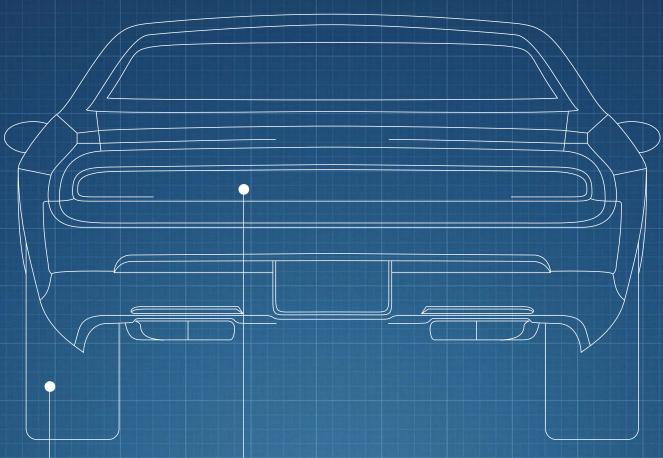
The Challenger has never been the best-selling modern muscle car, but it has sold solidly and well for Dodge and is currently entering its ninth year of production without significant changes. That's a long time, in this day and age. So is it the epitome of classic muscle reincarnated, or just an old rocker desperately trying to squeeze into his 1970s spandex? We asked Tony Oksien, Dominic Ouvaroff and Clive Sutton.

"The V6 is the base engine, and basically does the job of the old slant-six - it's the generic base engine for the whole Chrysler range. It'll never pull up any trees but in terms of drivability it's as good as anything else. The Hemis are awesome, though. The bigger Hemis are definitely the ones to go for if you can suffer the terrible fuel consumption." - TO

"In 2011, the 6.1 Hemi was replaced by the 475bhp 6.4 Hemi. The later 392 Hemi is more desirable, being more modern, having more power, better drivability and better fuel economy thanks to the multi-displacement system. The 5.7 R/T Hemi is still desirable, but the SRT comes with more power, bigger brakes and firmer suspension. There's always a heavy tick with the Hemi engines. They don't run perfectly smoothly; they're not like a Lexus where you can balance a coin on top of the engine while it's running, but they're supposed to be a bit lumpy. The old 3.5 six-cylinder was dumped in 2011 for the hugely upgraded 300bhp Pentastar V6, but we don't tend to deal with sixes." - **DO**







- "The Hellcats have very tight suspension, but lower models can often benefit from some upgrades. We'd recommend starting with a KW or Bilstein uprated damper package, perhaps add a cold air intake for a few extra bhp, and a Borla or Magnaflow exhaust to really add some grunt to the sound." CS
- "The boot is quite small for such a big car, barely big enough for two suitcases. The rear light conversions pre-LED, anyway are easier than on a similar Mustang, and you can convert to amber indicators without losing your reversing lights." **TO**

"Rear light conversions are key. Most use LEDs, and it's far better if they're installed within the lamp housing and sealed properly. If they're outside the housing, they can get damp and the contacts corrode." - **DO**

"There are some very neat custom-built rear lamp conversions available; you don't have to get lumbered with Christmas tree decorations hanging under your back bumper." - CS

Conclusion

"I remember seeing the Challengers when they first came to the UK. They're very slab-sided, very wide, and the visibility is very poor. However, in terms of looks, they're as close to a 1970 or '71 Challenger as they could be. The colours are amazing, and with so many options and stripe kits you can really make yourself an original car, though even the most basic version is still good looking. I'd say they got the classic muscle looks just right - the Camaro didn't get anywhere near as close, while the '05 Mustang did but then moved further away. Unfortunately, they never made a convertible, and I think Chrysler really missed a trick there. The powertrains are good, and they now have the eight-speed autos, sat-nav and all the other gimmicks, but I find the ride quite harsh. They're great for a couple of hours but I wouldn't want to cover very long distances in one; I'd far rather take a 300C. The Challengers don't have any factory back-up in the UK and very few specialists, unlike the Ford and GM cars, and there are fewer Challengers about than Mustangs or Camaros, which seems to have helped keep prices up. Over in the States, these Challengers are the cars that the younger guys are driving, because they're good daily drivers, and it's helping to keep the old Pentastar alive, keeping the scene rocking and rolling. There are rumours about that FCA is looking to discontinue the Challenger. If you're looking to get one, get the version with the biggest engine you can before they disappear, because they'll hold their value the best. If they are discontinued, then you'll want a Hellcat tucked away in your garage." - TO

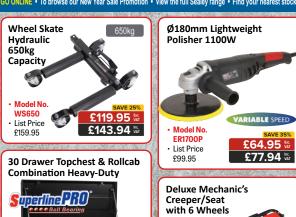
"The Challenger was launched in 2008 as a limited production run, and many people predicted that the '08s would be collectible, but we've not seen any sign of that. The car has been mostly unchanged

right up to 2015. Their residual values are remarkable, and the right spec car will hold its value very well, but there are very few about. Many of our customers are repeat customers, which is lucky as they're bringing us nice, saleable cars in part-exchange. Look after them, service them regularly and keep on top of the oil and filter changes, and you'll have no problems. We've been dealing with them since they came out and we've found no Achilles heel. You can get into a basic six-cylinder for about £15,000, while a cheap V8 will be in the upper teens according to condition and mileage. The Hellcat is the sort of car that appears once a decade and drags people back into American cars. When they were announced, we got our orders in early and, since then, we've sold 11 or 12, probably more than any other dealership in the world! Most US dealerships got one Hellcat, which they roped off in the centre of the showroom as a halo model, which helped them sell other Challenger models. For 2016, they've upped production, upped the price and they're still selling them faster than they can build them!" - DO

"The Challenger is very cheap in the UK market for what it is, and the depreciation curve is very shallow. For a decent late 6.1 or 6.4 SRT8, you're looking around £30,000-35,000, while a very early V8 will be in the early 20s. You can get a brand-new V6 SXT Plus for around £35,000, while a Hellcat will be double that. Parts are reasonably priced and available, and we sell our new cars in association with Dodge Europe so, for example, the recall work on the new Hellcat was carried out at a nearby Jeep dealership. I'd say the best buy at the moment would be an SRT8 Scat Pack." - CS











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One-Brew Job

Changing the water pump on an old Chevy is so simple it'd make a modern mechanic cry...

Words & photography: Dave Smith

All Hands To The Pump

A friend of mine has a Fifties Chevrolet with a later model 350 small-block in. Recently. on the way home from a late summer show, the water pump started chucking coolant out. There's usually a hole drilled in the housing on the underside of the pump behind the pulley, and when the pump seals fail, it'll leak from here first. Changing the pump is a simple, one-brew job and I just happened to have a spare, second-hand but unused pump lying around.

First, check what sort of pump you need. There are generally two kinds on the Gen I smallblock - short and long. This one's a long, as is the spare one. That's handy! Job one is to drain the coolant from the cooling system, then loosen the nuts or bolts on the fan/pulley hub. This is easiest to do with the fan belt still attached and under tension as it will help stop the hub turning. Then, loosen the alternator mount, remove the fan belt and remove the bottom hose and heater hose from the pump (1). The lower alternator bracket is usually hiding the right-hand water pump bolts, so remove that (2) or, better yet, disconnect the battery negative terminal then remove the whole alternator (3).

Undo the four bolts holding the water pump to the block. Someone had thoughtfully used shiny 12-point bolts in the upper holes but, thankfully, regular hexhead bolts in the hidden lower holes (4). With these undone, the pump may need a thump to break the gasket seal, or it may come straight away (5). I cleaned away the old gaskets and made sure the mounting faces were sound, then applied a smear of RTV gasket goo to the new gaskets (6) and stuck them to the block, using the bolts to align them and hold them in place until the goo went off (7). I then used more gasket goo on the gaskets and fitted the new pump. Note that the pump mounting bolts go



into the water jacket of the block, so a drop of copper grease or possibly even PTFE tape might be called for.

There were a couple of issues along the way. First, the stub for the heater hose on the new chrome pump was way too large, so I had to remove it, unscrew the stub from the old pump, drop a bit of PTFE tape on the threads and put that in its place

(8). A shame - a lovely, shiny chrome pump with a manky old heater pipe stub in it! Then, the old pump used studs and nuts to hold the pulley on - it would originally have had an enginedriven fan, too, but this had been replaced with an electric fan - while the new pump just had tapped holes in the flange (stop it...). As the studs and nuts already ran quite close to the

electric fan, I elected to use bolts instead. You only need short bolts here; if they're too long they'll foul the nose of the pump.

Then that's it! Refit the alternator and brackets, the fan belt and the water pipes, reconnect the battery, fill the radiator with fresh coolant, and you can make yourself a fresh brew while the car's idling to bleed the system...



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After last month's aborted repair job, Project 13/30 gets a new patch of floorpan and some paint.

Words & Photography: Dave Smith

In last month's instalment, I'd tried to repair the spiderweb of cracks in the driver's side floorpan around the seat bolt. The floorpan is pitifully thin, and had stretched before it had cracked, so I was trying to weld sub-one-millimetre thick metal ... it was never going to end well. I gave it a shot, but the results were utterly sub-standard.

I have the donor car in the yard, and while it was rot that took it off the road in the first place, I thought I'd check the floorpan. It didn't bode well when I shunted the driver's seat forwards and noticed that the carpet was wet through (1). Looking on the bright side, though, if the pan was watertight that meant it hadn't rotted

through! I removed the sill trim, driver's seat and lower seat belt mount, plus the bracket that holds the fuel pump relay (conveniently placed beneath the driver's seat, for reasons unknown) and lifted the carpet. Yep, I had a water feature (2), but lifting that oval aluminium floor pan plug drained it, and it seems the pan itself was pretty strong.

Well, it was until I cut a socking great hole in it (3).

I cut the patch panel big enough to replace all the area that had cracked (4). It was also interesting to note that Ford had later attempted to address the issue of cracking floor pans with this little load-spreading plate spot welded onto the inside of the pan around the rear bolt holes (5).



I cut out a hole in the cracked floorpan to remove the existing seat bolt hole and make enough room for that load-spreading plate (6), so I could offer the new piece up flush to the floorpan (7). Yes, that covers the damaged area, so I cleaned the panel back to bare metal (8) and gave it a coat of weld-through primer (9).

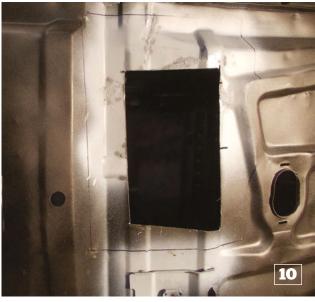
I then held the new panel in place and drew around it with a Sharpie (10) and cut out the floorpan about 10mm inside the Sharpie line (11). I then used a joddler, or edge-stepping tool (12), to set a shallow recess into the floorpan (13), and to make an opposing recess on the panel I was about to weld in **(14)**.







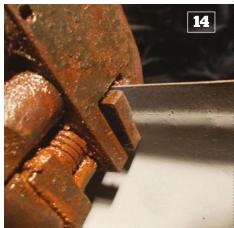












Having my lovely new Clarke 160TM MIG welder helped a great deal, but that didn't mean that I was suddenly an expert welder or that the metal was anything other than thin tin. Having turned the power and wire speed down to a point where I could make a good weld without blowing through the steel, I welded the new piece in from underneath, dressed the welds and gave it a coat of primer (15). The beauty of having used the edge-stepper is that I could then go inside the car and weld another seam, and although the results are far from pretty (16), they do seem to be strong.

In theory, at least, the floorpan doesn't need all its strength because the car is about to get a set of big, solid subframe connectors courtesy of BMR Suspension, seen here just resting in place (17). As you can see, the cross-piece also braces the floorpan via the seat bolts! On early cars, the seats were held in by studs and nuts, while later cars used longer bolts these subframe connectors require the longer bolts, attaching the cross-pieces with nuts, so I had to remove the existing studs using the old double-nut technique (18). Also,

I was slightly concerned by the fact that the U-section of the connectors, where it wraps around the chassis leg under the driver's and passenger's feet, was slightly wider than the chassis leg itself (19). However, the subframe connector Usection is made out of four or five millimetre steel and the chassis leg is stamped out of, perhaps, one millimetre steel, so I was going to run into the same problems I had found with some of the UMI suspension bracing brackets I'd used at the rear trying to weld thick steel to thin is unlikely to end happily.

Once again, I broke out the Sharpie marker and marked where the subframe connectors would attach (20). I cut out four strips of 2mm steel (21) and cleaned them up, thinking that I could sandwich these between the connectors and the chassis rail. They should weld easily to the chassis rail, and take a bit more grunt from the welder when it comes to fitting the connectors. They also helped reduce the gap at the bracket (22), though there's still enough room for another sandwich piece, so I may have another on standby when it comes to fitting, then see which side it needs to go on.































I cleaned up the area where the strips need to go (23) and held the plates in place with a Gclamp (24). I then seam-welded the upper three sides of the plate and tacked the fourth. While I was at it, I also tacked the very ends of the gearbox crossmember brackets which were poking up, then dosed the lot in primer (25). While that was drying, I went all around the underside sanding down the rough edges on many of the spot-welds (26) - cutting your fingers on poorly finished factory welds is a novelty that wears off very quickly.

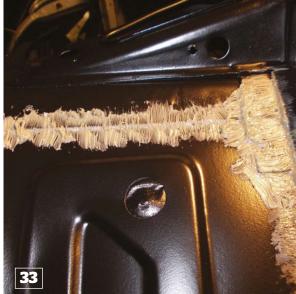
I went around the inside of the car, masking off all the holes (27) then scuffed the underside with a sanding block and blew it down with the air line because it's time

for paint. The paint I'll be using is an Eastwood chassis black via Frost Restorers Equipment, specifically designed for maximum adhesion and protection for chassis and underside (28). It comes as a specific primer, then a topcoat, and both are thinned to sprayable consistency right from the tin. There's a lot of solids in there, and the instructions say to stir for at least a minute prior to painting - good old coffee stirrers (29); if these coffee shops are going to charge me £3 for a brew, they can't complain when I nick a handful of stirring sticks each visit! The paint also says that the ideal temperature should be between 21 and 30 degrees centigrade. Best of luck with that...









The primer went on beautifully (30), and made even my hamfisted spraying look good. It says to give it two coats with 24 hours in between, which is what I did. To cover the complete underside twice took me two quart cans, and left me with a tiny bit spare for touching in. When the second coat dried, it looked absolutely lovely (31) so I immediately thought I'd better go and ruin it.

Seam sealer is horrible, mucky, sticky, rubbery stuff, but if you want to keep your rust-free car rust-free, it's a necessary evil.
Brush-on seam sealer is a simple enough concept, but it's far too thick for the average brush. I got a couple of normal paint brushes and trimmed the bristles down by about half (32). Supposedly, one swipe with the brush should

do the trick but there are dozens of seams and joins under the Fox, and I wanted to make sure each one was sealed – not only to keep water out, but also dirt, draughts and noise – so I worked the sealer right into every gap (33). You have to watch out for drain holes – if a box-section is open at the top, there may only be a narrow gap at the bottom to drain it, and if you seal that hole, you've created a whole new problem for yourself...

In the end, I used almost the whole 1kg tin of seam sealer to cover every nook and cranny underneath the car (34). I don't want this thing to ever see rust, so while it's not pretty under there, it should be water-tight. Next comes the chassis black topcoat, which will hopefully leave it looking presentable, so stay tuned! ACM







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TALES FROM THE GARAGES OF THE PEOPLE WHO WORK ON, AND CONTRIBUTE TO, AMERICAN CAR MAGAZINE

Dave Smith, Editor 1990 Ford Mustang LX













With Project 13/30 taking up so much of my time, most of the available space and all available funds (plus some that aren't actually available), there's not much to report on here. I did get something done in the garage that amused me greatly, took about half an hour from start to finish and cost me ... absolutely nothing!

I really wanted a parts washer for the workshop. Trying to clean mucky parts without flicking solvent cleaners and filth everywhere is a tough job, but I was without the funds to go out and buy one, so I improvised. The chap in the workshop next door had bought an old, mangy caravan because he needed the axle and hubs

for his race car trailer - he races some flyweight short-oval thing powered by a Reliant engine, so a single-axle trailer is fine. Nobody would take away a caravan without axle or wheels, so he had to break it up and dispose of it in instalments, but he did let me have the stainless steel sink and drainer. I also had the casing from a dead tumble dryer. These are great, as they're metal, on adjustable feet, and it's the same height as the washing machine casing I made the last workbench out of! I also had the removable centre piece from a long-gone dining room table.

I marked the edge of the sink on the wood, drilled some pilot holes for the jigsaw, cut the hole out half an inch undersize all round, then four wood screws later, the sink was in. Four more wood screws secured the table top to the tumble dryer casing. The sink came with a waste pipe, so I just dropped that into an empty 20-litre ATF drum. Bingo! Parts washer, total cost zero.

Well, not quite. While I do have mains water in the workshop, it's just a standpipe with no drain, so I can't connect the washer to fresh water. And the water pump in the caravan was a 12-volt pump. All I need now is a 240-volt pump and some hose and I'll have a proper parts washer! Now what did I do with the outlet pump from that washing machine...?

Kev Carrington, Contributor 1973 Plymouth Duster



Hi, everyone. By the time you read this I guess Christmas will be past us and a new year under way... I can't wait for the show season! I am hoping that my parts will have arrived and I may be spending some time in the garage, but for now I have very little to report on the Duster; however, I did help a good friend on his new toy a couple of weeks ago. "Do you want to come and help me fetch

my new toy?" another Kev said. His new toy was an '83 Corvette, which had been sat on a guy's drive for the last eight years!

The 'Vette certainly looked a little sorry for itself, covered in green moss. The seller told us that someone had been to look at it once, put a large container of fuel in it, fired it up but shut off when the temp shot straight up and never came back. We put a new battery on

her, checked the fluids, spun the starter and she burst into life. Sure enough within minutes the digital dash was showing all the temp signals we didn't want to see! Rather than panic we felt the hoses in and out of the radiator, I took the rad cap off and, after a large belch of air, it all settled down nicely. After topping up with a lot of water the car idled beautifully and the temp settled down.

It was about this time that Kev sat in the car trying to understand all the electronic switches and read outs. He turned the car off, got out and closed the door... with the keys in the ignition, and he had pressed 'Lock' on the electric door switch! Aaarrrggh! It took us a day and a half to get back in, but we did it and now it's in its new home and getting some much-needed attention.









LESS

Clarke

KIT1100



8/250



Z JINC.VAT		UI	01320010	
MODEL	TYPE	EXC.VAT	INC.VAT	
CTJ2B	DIY	£19.98	£23.98	
CTJ2MB	DIY	£24.99	£29.99	
CTJ2250LP *	Low Profile	£39.98	£47.98	
CTJ2QLG	Pro Instant	£69.98	£83.98	
CTJ2001G	Pro Garage	£74.99	£89.99	
	Long High Li			
* CTJ2250LP	has a 2.25 to	nne capacit	v. has a	

low entry of only 80mm and includes 2 sockets



MODEL TO		MIN/MAX VIEIGHT	EXC.VAT	INC VAT
CAX-3TBC CAX-6TBC		00-430mm	£19.98	£23.98
CAX-6TBC	6 40	00-615mm	£29.98	£35.98
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Clarke AUTOMOTIVE WHEEL DOLLY SET



Four swivel castors for easy movement in confined spaces • Heavy duty steel construction - load rating 500kg per dolly



NO GAS/GAS Clarke MIG WELDERS

CWH8

for arc, MIG, TIG & gas welding

Uses flux cored steel wire, which creates own gas shroud as it burns
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MODEL AMPS EXC.VAT INC.VAT

MODEL	AMPS	EXC.VAT		
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151EN	30-150	£209.98		
160EN	30-150	£259.98	£311.98	-
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Quality machin Britain's leadin supplier		10	
See online for included accessories	2	9	
FROM ONLY 179 101 101 101 101 101 101 101		III ASTE	Marie S
215 INC.VAT			
MODEL MII	N-MAX AN	PS EXC.VAT	INC.VAT
PR090	24-90	£179.98	£215.98
110E	30-100	£214.99	£257.99
135TE Turbo	30-130	£239.98	£287.98
151TE Turbo	30-150	£269.98	£323.98
165TEM Turbo	30-155	£339.00	£406.80

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	CTJ3000G Pro G	arano	1/5-52	0 684 00	2101 00
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	angled steel	PER F	DAID		

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CR2	2000KG		£32.39	UK MADE
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Cla	CAR CREEPERS
	 Oil resistant vinyl covered padded
1	backs & headrests • Swivel castors
	for easy manoeuvrability



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 Professional t 	vne torch with	'LL'				
on/off control • Thermal overload						
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 Stands come complete with bolt mountings and feet anchor holes

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44 SINC VAT		Cast iron pumps on SEV11C, SE16 and SE19 • Twin cylinder pumps (except SE11) • Motor
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CAG800B

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50 ton floor##		
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 430mm between centres • Compound slide
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#Dual Volt

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L	ittle Devil S	SII*10.3	£79.98	_	£95.98
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2ance# Metric/UNF/BSP INC.VAT £17.99 £23.98



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VAC KING WET & DRY * SS = Stainless VACUUM CLEANERS Steel Compact, high performance

wet & dry vacuum cleaners for use around the home, workshop, garage etc. MODEL MOTOR CVAC20F

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SS*				16/1	2ltr	£5	9.9	8	£7	1.9	8
SS*				19/1	7ltr	£6	4.9	9	£7	7.9	9
SS*	14	00W	Ι_	24/2	21ltr	£8	6.9	9 1	10	4.3	9
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SSC1000

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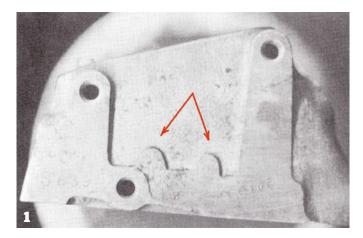
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jargonbuster

There's plenty of jargon around small-block Chevy cylinder heads. Let's try to bust some of it.

Words & photography: Dave Smith









The Class Of The Heads

DOUBLE-HUMP/FUELLIE

The double-hump (1) or 'fuellie' head is generally accepted to be one of the best-flowing stock factory cylinder heads for the small-block Chevy. It gets the double-hump name from the casting mark on one end of the head; it gets the 'fuellie' name from the fact that it began being used on the fuel-injected engines of the early Sixties, though plenty of carburetted cars used them too. It came with 2.02" diameter intake valves 1.6" exhaust valves and a 64cc combustion chamber, and the earlier ones with casting numbers ending in 461 or 462 supposedly had better flowing ports than the later ones ending in 441 or 882.

L98 HEADS

The L98 aluminium heads (3) that Chevrolet began fitting to the Corvette in 1986 were quite a leap forward. They flowed better and saved a whopping 40lbs (18kgs) over their cast iron predecessors, and were also a bolt-on retro-fit to older blocks. However, since aftermarket aluminium heads have become so popular and relatively cheap, L98 heads are only worth chasing if you're on a tight budget.

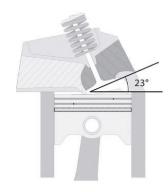
STRAIGHT OR ANGLED PLUG

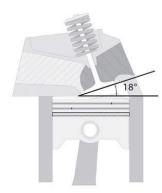
This is simple enough. A straightplug head (2) has the spark plugs sticking straight out of the block just beneath the exhaust manifolds. On an angle-plug head (4), the spark plugs holes are drilled at a slight angle, so that the HT lead end of the plugs point slightly towards each other on cylinders one and two, and again on three and four. There's varying opinion on this - some say that an angle-plug head points the spark plug electrode slightly towards the exhaust port, offering a better burn, while also making it easier

to get to the spark plugs around headers with large diameter primaries; other sources say the dead opposite. It's probably best to consult your engine builder or speed shop on which is the best for you.

VALVE ANGLES

Most Chevy small-block heads had a 23-degree valve angle. This means that the face of the valve was at 23 degrees to the deck of the block or, to put it another way, the valve stem was 23 degrees away from the centreline of the piston's travel. Later engines and high-performance aftermarket heads often use a much shallower angle, not only for air flow but because you can use greater lift on the valve before it touches the piston, without carving massive reliefs into the piston crown. LS engines use 15 or 12 degree valve angles (below).





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TRIED'N'TESTED SealeyPowermaxScrewdriverSet

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No matter how many gimmicky new tools you buy, there's nothing that guite beats a brandnew screwdriver in the hand. This set from Sealey - part number AK5043 - is marked as a 21-piece kit, although that's actually two flat-blade screwdrivers, two Posidrive, two Philips and one body that takes a selection of bits that include hex and Torx. The 'selection' is 14 bits, for the hard of counting.

Now, they all come in a blowmoulded plastic case with a clear plastic lid, though I'd give that lid a life expectancy of about three days in my usage. The handles are plastic and textured for maximum grip, even with oily hands, without taking the skin off your palms, and they're off-round so they're less likely to roll off any flat surface you put them down on. There's even a little knurled section down the shaft so those oily fingers can still twiddle those pesky loose screws easily. The ends are magnetised, and seem pretty well machined.



These are down at the budget end of Sealey's range, and ... well, they feel like it. It's those handles I don't like. They just feel a bit cheap, and they're definitely not hammer-through tools so one tap from a mallet would probably see your 21-piece kit turn into a 201-piece kit. They're not bad, not by any stretch, and would be a superb addition to the tool kit, boot emergency kit or pit lane, but if possible, I'd be inclined to save a few more pennies and look further up the range.







RIED'N'TESTED

Yet another member of the CarPlan 'comedy name' garage products family, this is Rust In Peace, a spray-on rust remover. According to the can it kills rust and prevents further corrosion. I gave it a try - I cut a square of steel from a rusted sheet and gave it a good dosing. It doesn't say whether you're supposed to give the part a misting or a drenching, so I tried the latter. It then tells you to wait "a short while" to let the product work. Accuracy is not the strongest suit for either the spray or the instructions...

I let the steel square sit for about 10 minutes. It looked the same, just slightly oily. I let it sit another hour; still oily. I put it next to a hot halogen lamp to expedite the curing process. After an hour, I picked it up burning my fingers in the process, like a complete tit - and it was dry. It looked the same as it always did, until I put the square against the sheet I'd cut it from. It looked a lot more like steel and a lot less like iron oxide, although there was still slight rust scarring on the

surface. But now what? Can it be overpainted? It seems too oily for that. I suppose I could use some solvent to wash the residue off, but will that then remove the protection? It's supposed to create a moisture barrier...

Basically, it seems to do what it says it does ... but why? I can't really think of a use for this. If I

had a problem with surface rust I'd use a little something I like to call a 'wire brush' followed by primer, paint or underseal, or other proprietary rust treatments. I wouldn't spray it with this guff and then hope for the best. So yes, it does seem to remove rust, but for the life of me I can't think of anywhere I'd use it. If I do, I'll let you know.

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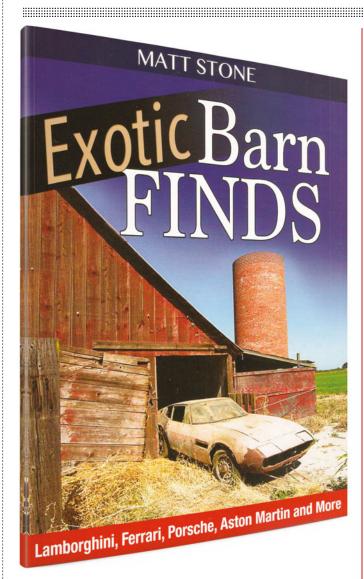




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BookReviews

Titles are available from American Auto Mags; Chaters Wholesale; Bookworld; Foyles, Charing Cross Road; Mustangbooks.com; VW-DIY; and, c course, Amazon or The Book Papesitory colling.



Exotic Barn Finds

Author: Matt Stone Published by: CarTech Price: £19.99

Barn finds. It's something we've all dreamed about - stumbling across a long-unopened garage door or dusty barn and finding some automotive Holy Grail within - but over the past few years it's become quite a phenomenon. Now it seems that if you look on eBay or in any auction catalogue, you'll find more 'barn finds' than there have ever been barns, and it also seems like an excuse to bung an extra zero on the price. Finding an Austin Maestro 1.3L covered in owl pellets and home to an extended family of rats might not be the dream discovery, but, occasionally, a true gem turns up, and it's led to many books and even TV shows such as Chasing Classic Cars.

This softback covers some of those more exotic finds. As the title might convey, this is all about the most exotic finds -Ferraris, Aston Martins, Lamborghinis - and, apart from a couple of Mr Shelby's finest, there's very little American in it. And very little original, either; the author doesn't try to hide the fact that several of these finds have already appeared in previous books.

However, each has a story to tell, some absolutely fascinating, some clouded in mystery, and most went on to sell at auction for some quite outrageous figures. It's welcome and worthwhile winter reading for the would-be automotive treasure hunter, and, come spring, you will be wanting to don your wellies and test the limits of the word 'trespassing'. However, if all you're after is stories of American vehicles, you should move along to the next title...

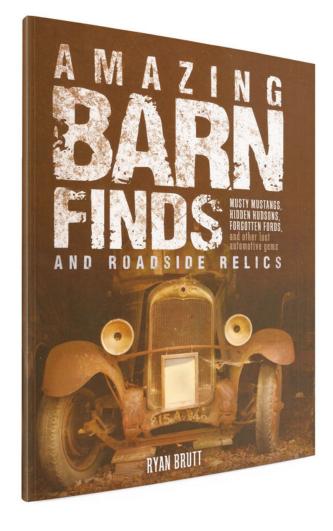
Amazing Barn Finds And Roadside Relics

Author: Ryan Brutt Published by: Motorbooks Price: £23

This is the next title, and for lovers of American iron (or. in this case, iron oxide) it's an absolute book of wonderment. The author is a frequent contributor to major magazines Stateside with his muscle car discoveries, and seems to be able to track down and photograph the sort of finds that us mere muggles can only dream about. On the cover, it suggests that the contents include "Musty Mustangs, hidden Hudsons and forgotten Fords," although there seem to be very few of those inside. Instead, this intrepid shed-hunter seems to be magnetically attracted to mouldering Mopars, especially putrefying Plymouths and decaying Dodges. What he's been digging up is truly staggering when good examples are crossing the blocks at auction houses for six figures, the number of them still rotting, sinking into the dirt, forgotten or on the "I'll get around to restoring

it one day" list will truly make you gape. How are there so many Superbirds, Daytonas, 440 +6 Challengers, even AAR Cudas still rotting out there?

From the incredible to the absolutely heartbreaking, this hardback leads with the photographs and keeps the text short. Most have a story behind them - though it's strange how so many of those stories sound very much alike - but the rest just have short captions to tell you what it's all about. Not that you'll need much telling; the fate that has befallen most of these cars ranges from a crying shame to the criminal. You won't be able to read it without thinking, "Oh man, if I had that car I'd do x, then y, then paint it z and run it down the strip' every other page. For the treasure hunting tarpaulintwitcher in almost all of us, this is often horrifying but nothing short of compulsive reading.





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techstuff

New Year's Revolutions

New year; new wheels.

Be sure to check out the vast ranges available at Summit Racing Equipment, like these from US Mags. Started back in the Sixties by Parnelli Jones, US Mags eventually morphed into American Racing. Now US Mags is back, with classic style, starting with the Standard five-spoke, one-piece, cast aluminium wheel, either fully polished, or gloss black or grey with a machined lip, and in 15, 16, 17 or 20" diameters. Or there's the Indy Slotted style, a true classic in 15" diameter and various widths, or the Bandit black five-spoke in modern diameters and widths.



Also at Summit are Vision wheels: a range of 15 steel and cast aluminium affordable rolling stock choices for on-road or off. There's the Legend range, chrome or gunmetal finished one-piece five-spoke alloys in muscle car sizes, or the Legend S in Pro Touring sizes. Or Transport wheels, just for trucks, including duallies. Or the ever-classic Rally-style wheel in 15" diameter and up to 8" widths with trim rings. Or the Black 8 and Black D range, two-piece steels for off-roaders. Vision even includes the centre caps with each wheel, so check out **www.summitracing.com** and pick your favourite.



Mustang owners can now tune their tune with directfit Varitune axle-back exhaust kits for 2005-2010 and 2010-2014 Mustang GTs from BBK Performance.

Made from mild or stainless steel, each muffler offers 2.75" mandrelbent tubes for maximum flow, 4" brushed stainless tips, and the ability to tune the sound and performance in minutes with a turn of a spanner - turn it up for the track, or down for the neighbours. Brand new Mustang owners needn't feel left out, though, as BBK have just released a resonator-delete X-pipe for 2015-on 5.0 GTs. These CNC Mandrel-bent aluminised steel X-pipes are a bolt-in swap, sound great and free up some horses, too. See **www.bbkperformance.com** for details and speak to your importer.



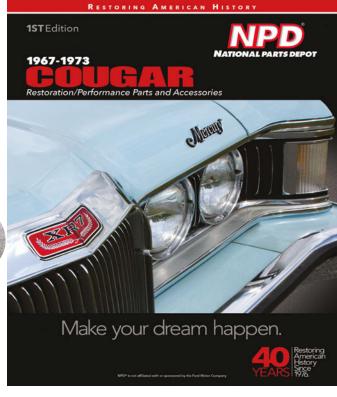
... after all these years.

The big 1971-73 Mustang range has suffered from lack of availability of new sills for a while now, but Essex Mustang Centre has come to the rescue with its own faithful reproductions. They'll fit the fastback, coupe and convertible models, and while they're made specially to order, time from order to dispatch is just one week. Call **01702 820033** or see **www.essexmustang.com** for details.

Cougar Town

Mustangs are great, but their half-sister the Cougar deserves some attention, too.

And now it's happening - National Parts Depot have just released their new 1967-1973 Mercury Cougar parts and accessories catalogue, and it's available to international customers by emailing the NPD Export Department at export@npdlink.com or via the website at www.nationalpartsdepot.com. NPD are already the premier US supplier of parts and accessories for Thunderbird, Mustang, Camaro, Chevelle, Firebird, Trans Am, El Camino and Ford and Chevy trucks, and they're certainly not frightened of shipping abroad like some seem to be, so check 'em out now if you haven't already.







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Strapping Lads

Whether you're heading to the swap meet, the drag strip or even the tip, lashing your load down can be a pain, but a necessary pain.

Make things easier with Ring Automotive's new Ratchet Tie Down Systems, RLS12 with S-hooks at each end, and RLS11 without. They work like a regular ratchet strap, with a quick-release red lever for unloading, and a winding handle to wind the strap back in for easy storage in seconds. Both types are $5m\,long$, the straps are 25mm wide, and the SWL is 260kg. See www.ringautomotive.co.uk for your nearest stockist.



Forging Ahead

CCW Forged Performance, a division of the Weld Wheels group, recently introduced their Daytona Series of two-piece wheels aimed squarely at the Pro Touring market.

Each design features aggressive, race-inspired styling with depths and dimensions not often found on a two-piece wheel. The centre section is forged from 6061-T6 aluminium, CNC machined to exact tolerances, powder coated, then mated to a polished spun aluminium rim to the specified offset to make a strong, lightweight wheel. Each is available with backspacing in 0.25" increments for a custom fit, so see www.ccwheel.com and find your fit.





Stop, Drop And Roll

Hotchkis are well known for their TVS (Total Vehicle System) suspension packages, and they recently announced one for the increasingly popular Chevy and GMC C10 pick-ups from 1963 to 1972.

The Stage 1 kit is for the budget-minder trucker, tuned for spirited driving but still street comfortable. It starts with a set of uprated coil springs offering a massive 4" front and 6" rear drop (or a 2" front drop if you already have dropped spindles), then adds front and rear Sport anti-roll bars with heavy-duty end links, and finishes off with Hotchkistuned Fox 1.5 SPS monotube shock absorbers with upper mount relocation brackets. That's a one-box solution for your truck's handling and appearance needs. There are also upgraded versions of the TVS kits to suit long-bed C10s that include most of the components above plus front upper and lower A-arms that increase caster and wheelbase, allow greater camber adjustment and prevent diving under braking, plus an upgraded steering centre link to prevent bumpsteer, rear antisquat brackets and adjustable Panhard rod. See www.hotchkis.net and speak to your importer.



Fidanza have just released a new line of short-throw shifters, guaranteed to help you row through the gears without feeling like you're rowing a boat.

Built from 6061 billet aluminium and hardened steel, they're put together with the same care that goes into their famous flywheels for race-quality durability. The first introductions are mostly for Japanese cars, but there is one there for the 1996-on 4.6-litre Mustang, so check out www.fidanza.com or their UK distributors

www.cambridgemotorsport.com or www.fensport.co.uk.







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Don't Rock The Cradle

The new S550 Mustang has been hailed as the first regular production Mustang with independent rear suspension across the range, which some say has been a long time coming.

Great, but that means that now there are rubber bushes holding the diff to its cradle, more rubber bushes holding the cradle to the body, and yet more holding the various suspension arms. That's a lot of wobbly rubber. Fear not, BMR Suspension have the answers. A simple starter is the cradle bushing insert kit, a kit of CNC laser-cut and formed stainless pieces that fit into the voids in the bushes and take out the slop while lower bushing locating washers minimise vertical deflection. The next step is Delrin cradle bushings to more solidly connect the cradle to the chassis. Then there are polyurethane

differential bushings to keep the diff still in its cradle and reduce pinion rise under power without giving you a ride that'll rattle the lenses out of your Raybans. Or get serious with the CNC-machined 6061-T6 billet aluminium diff bushing lockout kit that'll keep the diff really rigid, and a matching cradle bushing lockout kit that'll do more to firm up your rear end than 10 years of aerobics. Or remove all movement totally by using solid aluminium diff bushings. That's a lot of steps towards enhancing stability and eliminating wheel hop. See www.bmrsuspension.com for all the details.



Recaro are synonymous with the best sports seats, both as original equipment in range-topping cars and in the aftermarket.

At the Frankfurt Motor Show in late 2015, they marked 50 years - almost to the day - since they debuted their first, ground-breaking sports seat at the same event in 1965 by debuting their latest RSSP Sports Extreme seat, a space-age-looking package ready for production now. One of the latest OEMs to use Recaro sports seats is Cadillac, with their new ATS-V. See www.recaro-automotive.com for details.

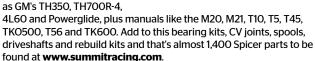
Spicer Life

Spicer is a firm that has been at the forefront of drivetrain engineering since Clarence Spicer first invented the universal joint in 1904.

Since then, they've been the darling of OEMs, enthusiasts and racers, and

even today UJs are referred to by their Spicer numbers. Summit Racing Equipment carry a full range of Spicer gear, including their UJs with forged, heattreated alloy crosses, case-hardened bearing cups and nitrile rubber seals, but did you know about the other Spicer gear? Their ring and pinion sets are OE in Dana axles.

and Summit carry replacements in various ratios for Dana 30, 35, 44, 50, 60, 70 and 80-series axles. There are uprated axle shafts for the Dana 30 in the front of Jeep TJs and JKs, plus hardened steel slip yokes to suit auto transmissions such







Fuels Rush In

Summit Racing Equipment reckon that the 750 HO series carburettors from AED are as close to a custom-tuned carburettor as you can get straight out of the box.

These mechanical-secondary carbs are tuned on AED's computerised wet-flow bench to match and balance fuel delivery to all cylinders for a better-controlled fuel metering signal, giving great drivability, crisp throttle response and killer acceleration. They feature high-flow, CNC-machined billet metering blocks, a milled choke tower, four-corner adjustable idle circuits and adjustable idle air bleeds, dual accelerator pumps, dual vacuum ports, aluminium fuel bowls with large sight glasses and even non-stick, reusable gaskets and washers. They're available in 650, 850, 950 and 1,000cfm ratings for petrol and 750, 850 and 950cfm for alcohol, so see www.summitracing.com and pick yours.





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New Year Sale 2016 **OUT NOW**









gallery

Post War Boom

The post-war Chryslers headed to Sywell in early October for the inaugural P-15 Picnic... and had a blast.

Words: Robin Weathersbee Photography: Neal Reed

Exactly 70 years after they first rolled off the production line, an amazing array of post-war **Chrysler Corporation cars** gathered at historic Sywell Aerodrome to celebrate this special anniversary at their firstever UK meet. Seven cars arrived on Saturday, with many of the owners meeting for the first time. Furthest travelled was a group of four in a Plymouth coupe that they'd driven from South Wales, just two days after owner Phil had fitted a dual-carb intake... with some of the missing linkages

being replaced by twisted pieces of wire. We're happy to report that the car made it home without incident, too!

In the afternoon, a Spitfire, Texans, Yaks, a Beech Staggerwing, Jet Provost and a range of other vintage aircraft departed from a 'fly-in' at the Aerodrome. The cars then headed out for a cruise around the countryside and an opportunity to grab some memorable pictures before returning to the aerodrome where all enjoyed dinner and an evening in the bar.

Sunday was the day of the main event and saw more arrivals, plus about a dozen 'guest' cars, including a beautifully restored '38 Chrysler convertible which made its maiden road trip from Yorkshire to Sywell. About 20 HRG sports cars also dropped in on their 80th anniversary tour. One of these was a 1949 Le Mans class winner, so they were a welcome addition to the line-up. Many of the owners enjoyed a highly entertaining and informative guided tour of Sywell Aviation Museum before cars began to

depart, but there was a final treat for those who stayed late: the magnificent sight of a Vampire Jet taking off, performing a thrilling display over the airfield and coming back in to land.

The weekend couldn't have been better, with stunning cars, a great bunch of people, beautiful surroundings and lovely, sunny weather. Everyone's talking about 'next time' so if you know anyone with a 1946-48 Plymouth, Dodge, DeSoto or Chrysler car, please watch this space for news, 'cos it'll definitely be happening again!















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gallery

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Words & photography: Bev Spiderballs

Rotherham Rules

What do you do while hubby-to-be is on his stag weekend? Hit the local car show....

"While his Lordship was spending his stag weekend down at Santa Pod's Euro Finals I thought I'd have a Sunday drive over to the Yorkshire Rod & Custom show at Dalton, Rotherham, but, after he kindly offered me a lift, I ended up pulling in on the back of Cliff Moore's trike, which was fun. Clashing with Kustom Kulture Blast Off didn't hurt the gate >











































numbers as much as I thought it would have. The sun shone brightly for this little one-day show, which was a great relief for the organisers who had a bit of a damp time of it last year when they held a weekend event. I have it straight from the organisers that they hope to hold a full weekend show again in 2016 at this new location. The barbecue went down a treat as did the brilliant band and DJ, while the American candy stall and the Waffle & Doughnut stall had a steady stream of customers. My only criticism really was the lack of an ice cream van on such a hot day ... I had to have a beer to cool off."

Watch facebook.com/ yorkshirerodcustome.show for details of the 2016 event, and many thanks to the new Mrs Charlton for the photographs. Congratulations, and the best of luck to you! ACM





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gallery

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Email us your pictures and details to gallery@americancarmagazine.com

Words: Dave Smith Photography: Sonia Hammond

Shingle Belles

As the sun set on another season, the Victory Wheelers held their Sunset show.

October 2015, and with yet another season coming to a close, the Victory Wheelers headed back to Hayling Island for the Hayling Sunset. They were even rewarded with the 'sun' part, some unusually





























TOP FIVE

Red '48 Ford Pick-up John Ashby

Grey '32 Ford RoadsterDave Wildish

White Dodge Charger Daytona Peter Jordon

Black Cherry Austin Devon

Black '57 Lincoln Premiere Ken Partridge

BEST BIKE

Trophy sponsored by 'Attitude Custom

Triumph Chop Spike Williams

BEST IN SHOW

Model T Rod Toby Taylor

















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clement weather bathing the beach with rays while some of the south coast's finest machinery soaked it up. While the owners chilled, chatted or enjoyed the adjoining Funland amusement park, the judges were left to try to pick some winners from the parade of perfection on the pebbles.

It was a fitting end as the sun went down on yet another summer, and also marked the Wheelers' last show with Carol Rule as Chair. She stepped down from the role at the club's AGM, and the chair is now in the hands of Mick Mears. Many thanks to Carol for all the hard work and successful shows she put on in 2015, and the very best of luck to Mick! Find out more about the club and their 2016 events at www.victorywheelers.co.uk.

























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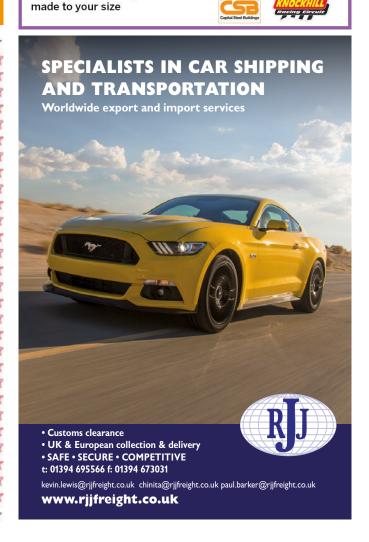
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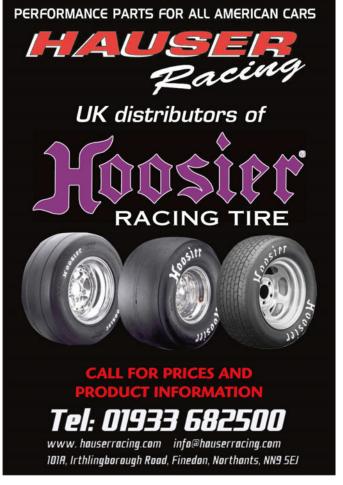
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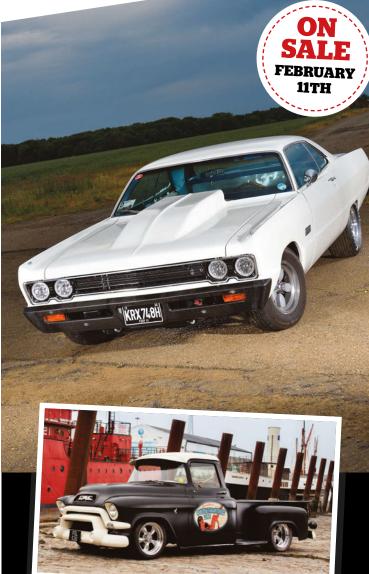


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IN THE MARCH ISSUE OF AMERICAN CAR MAGAZINE...

- It's all white a vast Plymouth Fury that runs the numbers
- It's all black a GMC pick-up with the style and the substance

Plus Autosport International, the latest on the project cars and much, much more.

ACM reserve the right to make changes to planned editorial content where necessary.



Muscle Car Corner

Paul Dodd looks back on a busy and eventful 2015.













Happy New Year to all you readers and fellow American car owners and enthusiasts out there! Looking back, it was another great year in the world of the American car but some sad news came towards the end of it with the news that **Shakespeare County Raceway** and the surrounding land has been sold and will become a large housing estate at some point in the future. I have some very fond memories of "Shakey", not just of the clubhouse antics but for the great variety of racing and racers we saw and met there over the years. I ran my first 10 there back in 2004. If there is any consolation then it is the news that another drag strip has opened, ves Spitfire Raceway at Perran airfield in Cornwall of all places and we wish them the best of luck with it, meanwhile we'd best make the most of it at Avon this year, giving it the send-off it deserves.

For me personally, and as I always say, most importantly we have come through another year unscathed, only this time it was a very close call. I have not admitted this before but after 26 years of wild times, thrills and spills, I nearly lost the Olds last year. Back in July I was having problems with the old nitrous system, so I fitted a new nitrous solenoid and it all tested fine,

but with hindsight I should have replaced the fuel solenoid too, because it was also just about to fail big time. The next time I attempted to start her up, the main seal in the solenoid failed so that even with the system unarmed it was letting the fuel by and completely filling up the carb causing it not to start. Like a fool I kept turning the engine over and over on the starter when all of a sudden I saw a massive fireball erupt through the gap in the cowl hood. I was out of the car in a flash then undid the hood pins and attempted to lift the hood off but then dropped it back down again as the flames were licking around my arms. I stood there frozen for a moment before I realised that if I did not do something soon the whole car was going to go up in flames so this time I literally grabbed hold of the hood and threw it off. I then managed to beat out most of the flames with rags but then it would relight again so I kept at it until it was finally out. All along sitting in the car was a fire extinguisher that I did not think to use - it's funny how one reacts when in a panic!

The damage was limited to a burnt out air filter and most of the main wiring but it could have been so much worse. Thanks to my electrician mates and fellow muscle car owners, Steve Cater and Roger Taylor, I was back on the road within a week and with the added bonus of the engine running a lot smoother as, while rewiring, they found some other faults including a dodgy kill switch.

Thankfully, there were no such dramas for Jason who is going from strength to strength in the Trans Am and thanks to a new set of slicks and by upping the nitrous jets from 180 to 210hp he ran a PB of 10.51 at the Mopars, crossing the eighth-mile marker

in 6.5 secs and with a 1.49 60ft time. That's impressive for a car just launching at 1,800rpm off the footbrake with a worn Posi. He hopes to set more PBs this vear, however, via the installation of ally heads, which I am researching now. I think we are going to go for Brodix Racerites. As for me, just getting through another year will do, and I wish the same to all you American car owners out there. Meanwhile, here are some pics of some of the awesome muscle cars I came across last year.





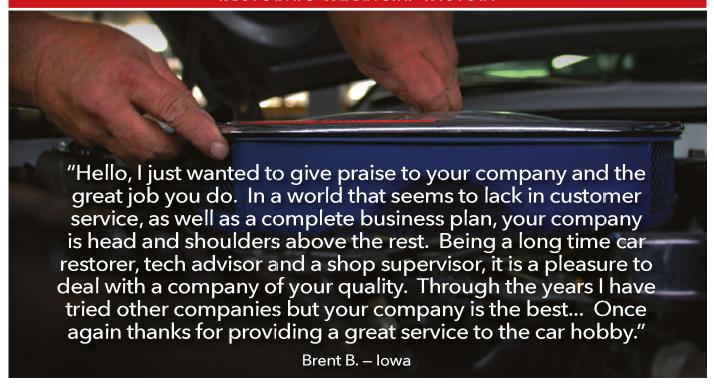








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